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KARL MORELL

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April 29, 2011

BY HAND DELIVERY

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-001

Re: STB Docket No. AB-6 (Sub-No. 476), BNSF Railway Company – Abandonment Exemption – In Iron and Crawford Counties, MO

Dear Ms. Brown:

Pursuant to 49 C.F.R. § 1152.24, attached for filing are the original and ten copies of the Application in the above-referenced proceeding. Also attached is a check covering the $22,100 filing fee and a disk containing the Federal Register notice.

Please time and date stamp the extra copy of the Application and return it with our messenger.

If you have any questions, please call me.

Sincerely,

Karl Morell

Karl Morell

Enclosures

BEFORE THE

SURFACE TRANSPORTATION BOARD

STB DOCKET NO. AB-6 (SUB-NO. 476)

BNSF RAILWAY COMPANY
-- DISCONTINUANCE --
IN IRON AND CRAWFORD COUNTIES, MISSOURI

APPLICATION

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Attorneys for:
BNSF Railway Company

Dated: April 29, 2011

BEFORE THE

SURFACE TRANSPORTATION BOARD

STB DOCKET NO. AB-6 (SUB-NO. 476)

BNSF RAILWAY COMPANY
-- DISCONTINUANCE --
IN IRON AND CRAWFORD COUNTIES, MISSOURI

APPLICATION

Pursuant to 49 U.S.C. § 10903, and the applicable regulations of the Surface Transportation Board ("Board") at 49 C.F.R. § 1152.22, BNSF Railway Company ("BNSF") hereby seeks authority to discontinue rail service over its 45.84-mile Lead Line located between Cuba and Buick, in Iron and Crawford Counties, Missouri (the "Line" or "Lead Line").

A. INTRODUCTION

The Lead Line was originally embargoed on December 2, 2002, in order to conduct environmental remediation ordered by the State of Missouri ("Missouri") at the Cuba Yard which provides access to the Line. The embargo was extended as a result of subsequent environmental assessments which determined that additional remediation was needed to bring the Line into compliance with State law.

A number of BNSF employees and contractors filed personal injury claims against BNSF alleging exposure to lead during the transportation of lead concentrates over the Line. The plaintiffs alleged that the lead ore escaped from the rail cars through leakage and blowing during transit, getting into their skin, eyes and mouths and causing symptoms of lead poisoning.

During the past decade, the Lead Line has been managed by BNSF in accordance with the Consent Judgment between BNSF and the Missouri Department of Natural Resources. As a result of the remediation activities and lack of maintenance, numerous portions of the Line are today out of service. In order to restore the Line to Federal Railroad Administration ("FRA") class 1 status, BNSF would need to make an investment of $23,818,000. Based on a recent assessment, additional remediation is necessary to bring the Line up to the target level which would cost, at a minimum, approximately $2,180,000.

Under 49 U.S.C. § 10903(d), the Board considers whether the present and future public convenience and necessity require or permit the proposed discontinuance. In making that determination, the Board balances the potential harm to shippers and communities against the present and future burden that continued operations could impose on the railroad and interstate commerce. *Colorado v. United States*, 271 U.S. 153 (1926). With respect to harm to shippers, the Board and its predecessor have consistently held that the fact that shippers are likely to incur some inconvenience and added expense from the termination of rail service is insufficient by itself to outweigh the detriment to the public interest of continued operation of uneconomic and excess facilities. *Conrail – Aban. – Bet. Warsaw & Valp., Counties, IN*, 9 I.C.C. 1299, 1317 (1993).

In balancing the respective harms, the Board considers a number of factors, including whether the line at issue is operated at a profit or loss, the rehabilitation and economic costs associated with continued operations and the effects of the discontinuance on shippers and communities. *See Carterville Elevator, Inc. v. ICC*, 724 F.2d 668, *aff'd on reh. en banc*, 735 F.2d 1059 (8th Cir. 1984).

As is demonstrated below, the cost of reopening the Line is $25,998,000 (rehabilitation and additional remediation costs) which would inflict a significant financial burden on BNSF.

Even if BNSF were to make this substantial investment, it is unclear what, if any, of the former rail traffic would return. In any event, even if all of pre-embargo traffic were to return and BNSF increased the rates on that traffic, BNSF would still incur an operating loss of $262,684 in the Forecast Year. And the operating loss is dwarfed by the huge rehabilitation cost needed to reopen the Line which BNSF would never be able to recover. There is no justifiable rationale for imposing such burdensome expenditures on BNSF, the remainder of its rail system and ultimately its customers. Former BNSF customers along the Line obviously have other rail and motor carrier options since they have been using those options for over nine years.

B. CONTENTS OF APPLICATION

The following information is submitted in accordance with the Board's regulations governing the contents of a discontinuance application:

(a) General.

(1) Exact name of applicant.

BNSF Railway Company

(2) Whether applicant is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, chapter 105.

BNSF is a common carrier by railroad subject to 49 U.S.C. Subtitle IV, chapter 105.

(3) Relief sought.

BNSF seeks authority to discontinue rail service on its Lead Line located between Milepost 87.60, at Cuba, and Milepost 133.42, near Buick, a distance of 45.84 miles in

Iron and Crawford Counties, Missouri.[1] The Line also contains approximately 6.1 miles of sidings.

(4) Detailed map of the subject line.

Attached as Exhibit 2 is a detailed map of the Line.

(5) Inclusion on System Diagram Map.

The Line was placed in Category 1 on BNSF's System Diagram Map on February 24, 2010. Attached as Exhibit 3 is the line description which accompanied the revised System Diagram Map and the affidavit filed with the Board on February 24, 2010.

(6) Detailed statement of reasons for filing the application.

Cars used in the transportation of lead concentrates over the Line were cleaned by independent contractors at Cherryville, MO, on a siding on the Line. During the 1990s, BNSF discovered that the residue cleaned from the cars was impacted by lead. The residue from the cleaning was stored at the siding, and also used for fill at numerous locations in Crawford County, MO. In 1999, BNSF and the Missouri entered into a Consent Judgment that required BNSF to investigate and cleanup all the sites contaminated from car cleaning activities in Missouri conducted for BNSF. Subsequently, BNSF agreed to investigate and (as appropriate) remediate the Line, along with additional right-of-way and certain rail yards through which cars transported over the Line ultimately traveled.

Investigations concerning the transportation of lead concentrates on the Line gave rise to concerns about the potential for concentrates to escape from cars during transit. In 1999, BNSF requested that Doe Run Resources Corporation ("Doe Run") guarantee that the rolling stock used

[1] The mainline is 45.84 miles in length, not 45.82, because of an equation in mileposts between Mileposts 100.72 and 100.74. Line segment 1009, which begins at Cuba, extends to milepost 100.74 and line segment 1010 which extends to the south end of the Line begins at milepost 100.72.

to transport lead concentrates be leak-proof and sift-proof with a third party inspecting and certifying the equipment to prevent the lead concentrates from being discharged during transportation.[2] Doe Run refused to comply. After BNSF amended its tariff to cover these additional costs, Doe Run elected to ship the lead concentrates by truck. As a result of Doe Run's improper handling of the BNSF rail cars, BNSF was forced to condemn 101 company owned cars.

The Line was originally embargoed on December 2, 2002 due to the State-ordered environmental remediation at the Cuba Yard, which is at the northern end of and provides access to the Line. The embargo was extended as subsequent environmental assessments were being prepared to determine the remediation needed to bring the Line in compliance with State law and the potential risks associated with reopening the Line. BNSF was and continues to be concerned that a premature reopening of the Line would potentially expose its employees and contractors to health risks.

A number of BNSF employees and contractors filed personal injury claims alleging exposure to lead during the transportation of lead concentrates over the Line and in yards through which cars originating on the Line had traveled. The plaintiffs claimed that the lead ore escaped from the rail cars through leakage and blowing during transit, getting into their skin, eyes and mouths and causing symptoms of lead poisoning.

Examples of Doe Run's steady stream of polluting the environment in Missouri between February 1989 and July 2003 are summarized in Exhibit 4. For example, in 1992, Doe Run was fined $300,000 by Missouri for "releases too numerous to quantify" at its Buick mine, which is at the end of the Lead Line and served by BNSF. Also, in 1993, Doe Run was identified as the

[2] BNSF transports lead concentrates for other customers without incident, because proper precautions are taken to ensure the integrity of the load during transport.

top polluter in Missouri. On October 8, 2010, the United States Department of Justice, the United States Environmental Protection Agency ("EPA") and the Missouri Department of Natural Resources ("MDNR") announced a proposed settlement with Doe Run that requires Doe Run to spend approximately $65 million to correct violations of environmental laws at the various Doe Run facilities including the Buick Mine located at the end of the Lead Line and served by BNSF.

In 2005, BNSF filed suit against Doe Run to recoup costs incurred in settling the personal injury claims and in investigating and remediating the Line and other impacted rights-of-way and yards. BNSF was able to recoup some but not all of such funds.

On October 15, 2008, EPA dramatically reduced the level of the primary National Ambient Air Quality Standard for airborne lead from 1.5 micrograms per cubic meter to 0.15 micrograms per cubic meter. At the same time, EPA revised lead monitoring requirements to require monitoring in areas potentially impacted by sources of lead emissions greater than or equal to one ton per year. The identified sources in Missouri include three facilities operated by Doe Run along the Line. These significantly heightened standards may limit the amount of lead traffic moving from the Line in the future.[3]

(7) Applicant's representative.

David Rankin
BNSF Railway Company
2500 Lou Menk Drive, AOB-3
Fort Worth, TX 78131

[3] According to the MDNR, Buick airborne lead concentrations consistently exceeded the new standard by a significant degree from January 2006 through July 2008.

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(8) Zip Codes.

The Line traverses United States Postal Service ZIP Codes 65440, 65453, 65456, 65560, 65565, and 65566.

(b) Condition of properties.

The Lead Line is being managed in accordance with the Consent Judgment between BNSF and Missouri and the MDNR, dated April 28, 1999. In 2002, BNSF embargoed the Line in order to remediate the Cuba Yard of impacts from the Doe Run shipments. In 1996, 1997 and 2004, investigation activities were conducted along the Line by Applied Engineering & Science, Inc., which resulted in the finding of lead impacts to the Line. In January 2008, AECOM Environment ("AECOM") conducted additional investigations, which revealed additional evidence of lead impacts to and associated with the Line.

In May 2009, AECOM estimated that the additional remediation needed to bring the concentrations below the Tier 1 non-residential risk based target level of 660 mg/kg would cost approximately $2,180,000. Prior to reopening the Line, BNSF, in order to protect the health of its employees and contractors, would need to conduct additional investigations which, in turn, may further increase the cost of remediating the Line and related areas.

In his Verified Statement, attached as Appendix B, Mr. Charrow, provides detailed information regarding the condition of the Line. Mr. Charrow demonstrates that numerous portions of the Line are out of service due to blocked drainage by falling rocks, washouts, numerous defective ties, and paved-over crossings. According to Mr. Charrow, an investment of

$23,818,000 would be required to reopen the Line. Consequently, during the Forecast and Subsidy Year, additional remediation and rehabilitation costs would be $25,998,000.

(c) Base Year service provided.

(1) Number of trains operated and their frequency.

No trains were operated during the Base Year. Prior to the embargo, virtually all traffic traversing the Line moved to or from Viburnum or Buick, MO, which are located near the end of the Line. Service to and from the Line was provided by one three-man crew operating one day a week. The crew would depart the Cuba Yard one day a week and either deliver or pick up traffic at Vibrnum or Buick and return to the Cuba Yard.

(2) Miles of track operated.

The Lead Line consists of 45.84 miles of main line and approximately 6.1 miles of side track. The portion of the Line located between Cuba and Lead Junction (approximately 13.35 miles) consists of 132 pound welded rail and, in 2002 prior to the embargo, was classified as Class 2 track with a maximum speed of 25 mile-per-hour. The portion of the Line located between Lead Junction and Milepost 133.13[4] (approximately 32.76 miles) consists of 112 pound bolted rail and, in 2002 prior to the embargo, was classified as Class 1 track with a maximum speed of 10 miles-per-hour. In 2002, the Line was restricted to 143 tons gross weight of car.

(3) Average number of locomotive units operated.

Prior to the embargo, two locomotives were utilized to serve the customers on the Line. Curves on the Line require the use of a four axle locomotive.

[4] BNSF records do not reflect the weight of the track below Milepost 133.13.

(4) Total tonnage and carloads by commodity group.

As previously noted, the Lead Line was embargoed on December 2, 2002, due to environmental contamination on the Line. Consequently, there was no traffic moving over the line during the Base Year. The traffic moving over the Line prior to the embargo was as follows:[5]

Pre-Embargo Commodity Group	Cars	Total Gross Tons
Methyl – Methyl Aniline	1	124
Aluminum Billets, Blooms	3	339
Antimonial Lead, in Pigs	2	216
Automobile Body Parts	1	106
Billets, Ingots, Pigs	3	341
Billets, Iron or Steel	1	111
Billets, Square	1	113
Castings, Lead	1	105
Compounds, Lead or Zinc	9	1,135
Copper Concentrates	96	12,248
Cullet	5	441
Freight All Kinds	3	355
Ingots, Iron or Steel	1	105
Iron or Steel Products	1	121
Lead Alloys, 80 Percent	6	681
Lead Anodes	7	811
Lead Bars, Blocks or Ingots	29	3,007
Lead Base Bullion	10	1,183
Lead Pigs or Slabs	57	6,514
Magnesite, Calcined	4	495
Magnesite, Crude	5	641
Paints, Stains or Varnishes	1	126
Pig Iron	6	706
Probertite or Ulexite Ore	1	120
Railroad Ties, Wooden	2	244
Sodium Carbonate	158	20,538
Sodium Sulfate, Crude	72	9,153
Sodium Sulfate	1	128
Zinc Anodes	1	121
TOTAL:	488	60,328

[5] January 1, 2002 through December 2, 2002. *See* Workpaper 51, attached to the Verified Statement of Scott T. Long.

(5) Overhead or bridge traffic by carload commodity group.

The Lead Line is stub-ended and not capable of handling overhead or bridge traffic.

(6) Average crew size.

No train service was provided on the Lead Line during the Base Year. Prior to the embargo, train service on the Lead Line was provided by one three-man crew (engineer, conductor, and brakeman) stationed out of Cuba, MO.

(7) Level of maintenance.

There has been no maintenance performed on the Lead Line since it was embargoed in December 2002. Prior to the embargo, the first 13.35 miles of the Line between Cuba and Lead Junction were maintained at FRA Class 2 standards with a maximum speed of 25 mile-per-hour. The remainder of the Line was maintained at FRA Class 1 standards with a maximum speed of 10 miles-per-hour.

(8) Changes in train service in the last 2 calendar years.

No train service has been provided on the Lead Line in the last 2 calendar years. Prior to the embargo, 488 carloads were handled in 2002, 478 carloads in 2001, and 391 carloads in 2000. The crew operated one day per week over the Lead Line.

(9) Reasons for decline in traffic.

BNSF was forced to embargo the Line in December 2002 due to the State-ordered environmental remediation at the Cuba Yard which is the northern end of the Line. The embargo was extended as subsequent environmental assessments determined that certain sites along the Line were contaminated by lead from shipments made by Doe Run which needed to be remediated to bring the Line into compliance with State law. At this time, additional remediation is needed before the Line could be reopened. As previously noted, numerous

portions of the Line are out of service resulting from the remediation activities along the Line and the lack of maintenance during the last nine years. As is demonstrated below, the Line cannot be operated profitably at the traffic levels before the embargo. Given the significant rehabilitation and remaining remediation costs needed to restart service on the Line ($25,998,000), BNSF cannot economically justify reopening the Line at this time.

(d) Revenue and cost data.

The computation of the attributable revenues and avoidable costs for the Base Year is set forth in Exhibit 1.[6] Because BNSF performed no operations over the Line during the Base Year, no freight revenues are attributable to the Line. The Line is stub-ended and, therefore, not capable of handling bridge traffic. BNSF generated $1,240 in other income during the Base Year mainly from leases and permits.

BNSF is utilizing normalized maintenance costs of $8,000 per mile during the Base Year. The Board and its predecessor have long recognized the appropriateness of considering normalized maintenance costs in instances of deferred maintenance. *See Chicago and North Western Transp. Co. – Abandonment,* 366 I.C.C. 373, 377 (1982)("Normalized maintenance is the amount needed for economic and efficient operation over the long term. *** We have, in the past, applied normalized maintenance calculations to actual maintenance figures and found that costs for normalized maintenance when compared to actual maintenance expenditures are indicative of deferred maintenance and are to be given consideration in determining whether or not the public convenience and necessity permit abandonment of a line").

The normalized maintenance costs of $8,000 per mile being utilized by BNSF are conservative and based on the per-mile maintenance costs accepted by the Board and its

[6] BNSF is using 2010 as the Base Year.

predecessor in other abandonment proceedings. For example, the Board and its predecessor found as reasonable per-mile normalized maintenance costs of **$10,943** in STB Docket No. AB-33 (Sub-No. 156), *Union Pacific Railroad Company – Abandonment – In Harris, Fort Bend, Austin, Wharton and Colorado Counties, TX* (not printed), served November 8, 2000; **$9,410** in STB Docket No. AB-33 (Sub-No. 261), *Union Pacific Railroad Company – Abandonment – In New Madrid, Scott, and Stoddard Counties, MO* (not printed), served June 17, 2009; **$6,957** in STB Docket No. AB-564 *Camas Prairie Railnet, Inc. – Abandonment – In Lewis, Nez Perce, and Idaho Counties, ID* (not printed), served September 13, 2000; **$6,029** in STB Docket No. AB-441 (Sub-No. 2X), *SWKR Operating Co. – Abandonment Exemption in Cochise County, AZ* (not printed), served February 14, 1997, slip op. at 5 ("We know from extensive experience that $6,000 per mile/per year is a reasonable figure for maintenance by a Class III railroad.").[7]

Because there were no freight operations on the Line during the Base Year, BNSF did not incur any Maintenance of Equipment costs (line 5b), Transportation costs (Line 5c), Deadheading, Taxi and Hotel costs (line 5e), Overhead Movement costs (Line 5f), Freight Car costs (line 5g), Return on Value-Freight Car costs (line 5g), and Return on Value-Locomotive costs (line 5i). BNSF is not attributing any General & Administrative costs (line 5d), Revenue Taxes (line 5j) or Property Taxes (line 5k) to the Line during the Base Year even though some such costs were incurred.

Accordingly, during the Base Year, BNSF incurred a loss of $365,480 based on normalized maintenance costs.

For purposes of the Forecast Year,[8] BNSF is assuming the same level of traffic as moved

[7] The Board made that finding in 1997. Since then, rail line maintenance costs have risen significantly.

[8] The Forecast Year is the 12-month period beginning April 1, 2011.

over the Line prior to the embargo would return in the Forecast year. The attributable revenues and avoidable costs for the Forecast Year, and the estimated subsidy for the Line are also set forth in Exhibit 1 and are explained in the Verified Statement of Scott T. Long, attached as Appendix A. As Mr. Long demonstrates, BNSF would incur an operating loss of $262,684 during the Forecast Year. Once the rehabilitation costs and remaining remediation costs are factored in, the estimated subsidy payment is $26,926,837.

The operating losses projected for the Forecast Year are very conservative. First, BNSF is projecting that all of the traffic that moved over the Line prior to the embargo would return in the Forecast Year, a very unlikely scenario. The former BNSF traffic moving over the Line has either stopped moving or has been handled by other modes for over nine years. Second, BNSF is projecting a three percent annual increase in revenues for the former BNSF traffic. Given the fact that much of the traffic is truck competitive, it is questionable whether BNSF would be able to regain that traffic at the higher rates or at least not gain all of the projected revenues. Third, BNSF is projecting spending $2,180,000 for additional remediation before the Line can be reopened. Before any rehabilitation work commences, however, BNSF would need to conduct additional investigations to protect the health of its employees and contractors. The additional investigations may further increase the remaining remediation costs.

(e) Rural and community impacts.

(1) Name and population (identify source and date of figures) of each community in which a station on the line is located.

There are no longer any agency stations on the Lead Line. Prior to 2003, the stations on the line were Boyd, Bird Nest, Henpeck, Cherry Valley Jct., Sankey, Steelville, Vivian, Roswell, Lead, Lead Jct., Cherryville, St. Joe, Viburnum, Bixby, Buick and Fletcher. The name and population of each community located along the Lead Line are as follows:

Community	Population 2000	2009 Estimate
Cuba	3,230	3,555
Sankey	N/A	N/A
Steelville	1,429	1,490
Lead	N/A	N/A
Cherryville	N/A	N/A
Viburnum	825	783
Bixby	N/A	N/A
Buick	N/A	N/A

Source: U.S. Census Bureau, July 1, 2009 Population Estimates, Census 2000.

(2) **Identification of significant users by name, address, principal commodity, and by tonnage and carloads for each of the 2 calendar years immediately preceding the filing of the discontinuance application, for that part of the current year for which information is available and for the Base Year. In addition, the total tonnage and carloads for each commodity group originating and/or terminating on the line segment shall also be shown for the same periods as those of the significant users.**

As previously noted, the Lead Line was embargoed on December 2, 2002, due to environmental contamination on the Line. Consequently, there have been no users during the two prior calendar years, any part of the current year and for the Base Year.

The "significant users" on the Lead Line prior to the embargo were as follows:

NAME AND ADDRESS	COMMODITY	2002[9] Cars	2002[10] Gross Tons
The Doe Run Company	2-Methyl-6-Aniline	1	124
1801 Park 270 Drive	Aluminum Billets, Blooms	3	339
Suite 300	Antimonial Lead, in Pigs	2	216
St. Louis, MO 63146	Automobile Body Parts	1	106
	Billets, Ingots, Pigs	3	341
	Billets, Iron or Steel	1	111
	Billets, Square	1	113
	Castings, Lead	1	105
	Compounds, Lead or Zinc	9	1,135

[9] January 1, 2002 through December 2, 2002.
[10] January 1, 2002 through December 2, 2002.

	Copper Concentrates	96	12,248
	Freight All Kinds	3	355
	Ingots, Iron or Steel	1	105
	Iron or Steel Products	1	121
	Lead Alloys	6	681
	Lead Anodes	7	811
	Lead Bars, Blocks or Ingots	11	1,299
	Lead Base Bullion	10	1,183
	Lead Pigs or Slabs	55	6,308
	Paints, Stains or Varnish	1	126
	Pig Iron	6	706
	Sodium Carbonate	2	183
	Sodium Sulfate	71	9,099
	Sodium Sulfide	1	128
	Zinc Anodes	1	121
	Subtotal	294	36,064
Solvay Minerals, Inc. P.O. Box 27328 Houston, TX 77227-7328	Sodium Carbonate	156	20,355
	Subtotal	156	20,355
Penoles Metals & Chemicals 281 Tresser Blvd. Stamford, CT 06901	Lead Bars, Blocks or Ingots	18	1,708
	Subtotal	18	1,708
American Minerals, Inc. 901 E. Eighth Avenue Suite 200 King of Prussia, PA 19406	Magnesite, Calcined	4	495
	Magnesite, Crude	5	641
	Probertite or Ulexite Ore	1	120
	Subtotal	10	1,256
Guardian Industries Corp. 2300 Harmon Road Auburn Hills, MI 48326	Cullet	5	441
	Subtotal	5	441

Scott Tie Company, Inc. P.O. Box 730 Reynolds, MO 63666	Railroad Ties, Wooden	2	244
	Subtotal	2	244
Noranda, Inc.[11]	Lead Pigs or Slabs	2	206
	Subtotal	2	206
International Paper 6400 Poplar Avenue Memphis, TN 38197	Sodium Sulfate, Crude	1	54
	Subtotal	1	54
	Total	**488**[12]	**60,328**

(3) Alternative Transportation Services.

Any remaining rail shippers located on the Lead Line will continue to have access to rail service at nearby locations and competitive and effective motor carrier service is readily available.

BNSF's Cuba Yard is located approximately 35 miles from Viburnum and approximately 43 miles from Buick. Union Pacific Railroad Company operates a north-south rail line approximately 43 miles to the east of Viburnum and Buick.

In addition, there is an adequate highway network in the area capable of supporting motor carrier transportation. For example, State Highways 19 and 48 essentially parallel the Line. Interstate Highway 44 runs east-west through Cuba and State Highway 32 runs east-west near Viburnum and Buick.

[11] Noranda, Inc. is no longer in business.
[12] In 2002, Doe Run was either the consignor or consignee for 467 of the 488 carloads moving over the Line.

Transportation service is available from numerous motor carriers that serve the area. For example, Stricklin Trucking Co., Stallion Transport LLC and Joe McNees Trucking are located in nearby Belleview, MO; and T&J Gilpin Trucking, I 44 Express, Don Stewart Trucking, Robinson & Son Trucking and Sm Prickett Trucking are located in Cuba.

The competitive nature of motor carrier service is best demonstrated by the fact that there has been no rail service over the Line for over nine years and the former BNSF traffic has moved by truck during that entire time. Also, in 1999, Doe Run readily shifted all of its lead concentrates traffic to trucks after BNSF requested that Doe Run guarantee that the rolling stock used to transport lead concentrates be leak-proof and sift-proof.

(4) Suitability of properties for other public purposes.

Because BNSF is only discontinuing service and not abandoning the Line, the Line will not be available for other public purposes.

(f) Environmental impact.

On March 11, 2009, BNSF met with the Board's Office of Environmental Analysis and were informed that, since BNSF was only discontinuing rail service, there was no need for BNSF to prepare and file an Environmental Report and Historic Report. No traffic will be diverted as a result of the proposed discontinuance and BNSF will not salvage the Line until BNSF obtains authority to abandon the Line at which time BNSF will prepare and file an Environmental Report and an Historic Report.

(g) Passenger service.

No passenger service is provided on the Lead Line.

(h) Additional information.

BNSF will submit any additional information requested by the Board.

(i) Federal Register notice.

A draft Federal Register notice is attached as Exhibit 5.

CONCLUSION

BNSF respectfully urges the Board to authorize the discontinuance of service over the Lead Line.

Respectfully submitted,

David Rankin
BNSF Railway Company
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Fort Worth, TX 78131

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Suite 225
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(202) 638-3307

Dated: April 29, 2011

VERIFICATION

STATE OF TEXAS)
) **ss.**
TARRANT COUNTY)

I, Susan Odom, being duly sworn depose and state that I am Manager Network Studies of BNSF Railway Company applicant herein, that I have been authorized by the applicant to verify and file with the Surface Transportation Board the foregoing application in STB AB-6 (Sub-No. 476); that I have carefully examined all of the statements in the application as well as the exhibits attached thereto and made a part thereof; that I have knowledge of the facts and matters relied upon in the Application; and that all representation set forth therein are true and correct to the best of my knowledge, information, and belief.

Susan Odom
Manager Network Studies

SUBSCRIBED AND SWORN TO before me this 25th day of April, 2011.

My Commission Expires

Notary Public

EXHIBIT 1

EXHIBIT 1

BNSF RAILWAY COMPANY
Revenue and Cost Data
Cuba to Buick Rail Line

Item	Base Year	Forecast Year
Revenues Attributable to:		
1. Freight Originated and/or Terminated on Branch	0	$1,863,262
2. Bridge Traffic	0	0
3. All Other Revenue and Income	1,240	1,240
4. Total Attributable Revenue (sum of lines 1 thru 3)	$1,240	$1,864,502
Avoidable Costs for:		
5. On-Branch costs:		
a Maintenance-of-Way and Structures	$366,720	$366,720
b Maintenance-of-Equipment	0	11,559
c Transportation	0	298,511
d General & Administrative	0	0
e Deadheading, Taxi and Hotel	0	0
f Overhead Movement	0	0
g Freight Car Costs (other than return)	0	332,634
h Return on Value – Freight Cars	0	120,516
i Return on Value – Locomotives	0	4,345
j Revenue Taxes	0	0
k Property Taxes	0	0
l Total [sum of lines 5(a) thru 5(k)]	$366,720	$1,134,285
6. Off-Branch Costs		
Total Off-Branch Costs:	0	$992,577
7. Total Avoidable Costs [sum of lines 5(l) and 6]	$366,720	$2,126,863
Avoidable Gain or (Loss) from Operations (line 4 – line 7)	($365,480)	($262,364)

EXHIBIT 1

BNSF RAILWAY COMPANY
Revenue and Cost Data
Cuba to Buick Rail Line

Item	Forecast and Subsidy Year
Subsidization Costs For	
8. Rehabilitation[13]	$25,998,000
9. Administrative Costs (Subsidy Year only)	18,645
10. Casualty Reserve Account	0
11. Total Subsidization Cost (subsidy year only)	$26,016,645
12. Valuation of Road Property	
a. Working Capital	$41,352
b. Income Tax Consequences	0
c. Net Liquidation Value	4,114,689
d. Valuation of Property (sum of lines 12a thru 12c)	$4,156,041
13. Nominal Rate of Return	15.58%
14. Nominal Return on Value (line 12d X line 13)	$647,511
15. Holding Gain (Loss)	$0
16. Total Return on Value – Opportunity Cost	$647,511
17. Avoidable Gain or (Loss) from Operations	($262,684)
18. Estimated Forecast Year loss (line 4 – lines 7 and 16)	($910,195)
19. Estimated Subsidy Payment (line 4 – lines 7, 11 and 16)	($26,926,837)

[13] Includes estimated additional remediation costs of $2,180,000.

EXHIBIT 2

MAP

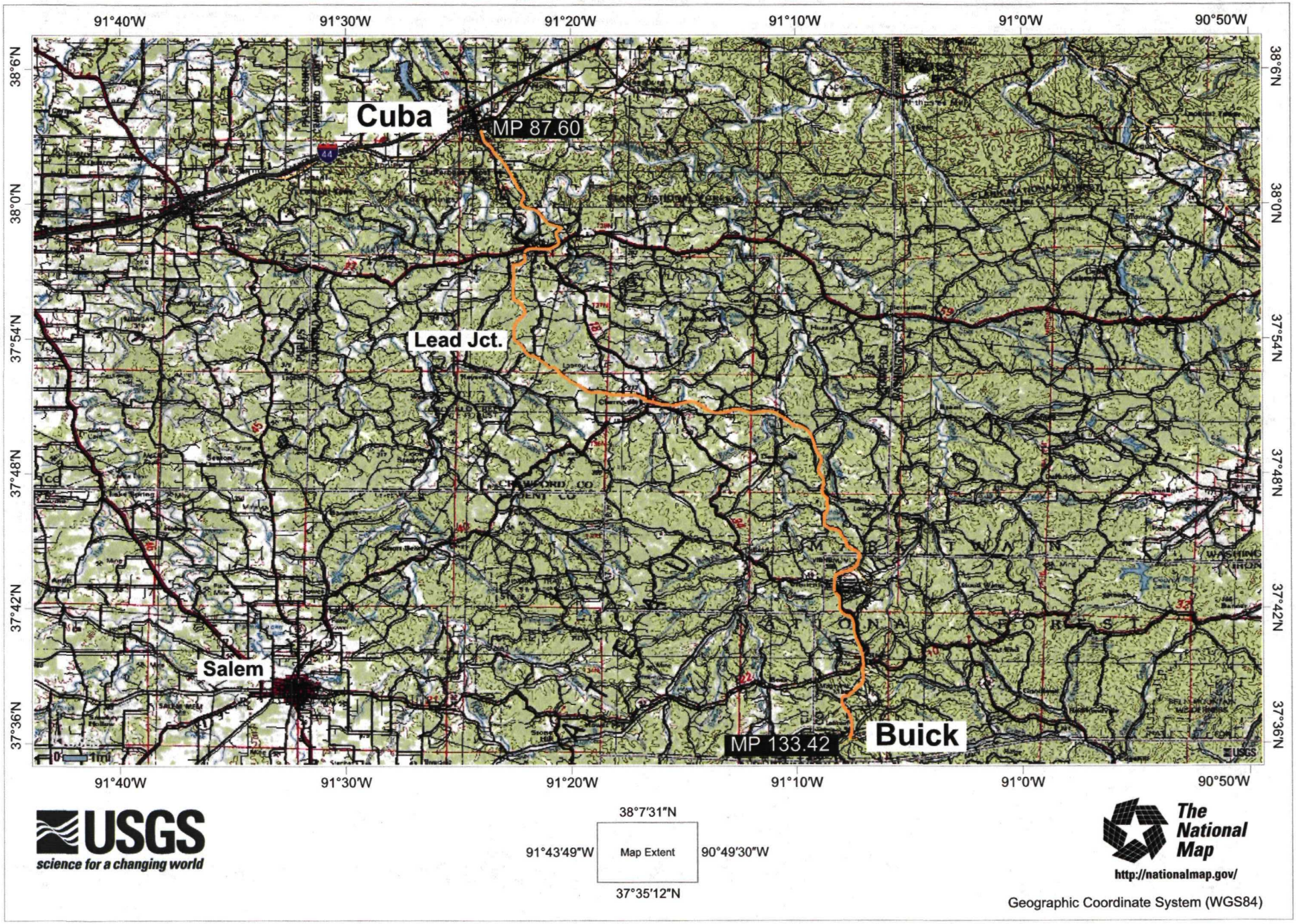

91°40'W
91°30'W
91°20'W
91°10'W
91°0'W
90°50'W
38°6'N
38°0'N
37°54'N
37°48'N
37°42'N
37°36'N
Cuba
MP 87.60
Lead Jct.
Salem
MP 133.42
Buick
0
1mi
USGS
38°7'31"N
91°43'49"W
Map Extent
90°49'30"W
37°35'12"N
USGS
science for a changing world
The National Map
http://nationalmap.gov/
Geographic Coordinate System (WGS84)

EXHIBIT 3

SYSTEM DIAGRAM MAP AND LINE DESCRIPTION

226502

Kristy D. Clark
General Attorney

BNSF Railway Company
P.O. Box 961039
Fort Worth, TX 76161
2500 Lou Menk Drive, AOB-3
Fort Worth, TX 76131-2828
(817) 352-3394
(817) 352-2397 fax

Kristy.Clark@BNSF.com

VIA UPS OVERNIGHT MAIL

February 23, 2010

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: Docket No. AB-6; BNSF Railway Company – 2010 System Diagram Map

Dear Ms. Brown:

Enclosed for filing please find three copies of BNSF Railway Company's ("BNSF") 2010 color-coded System Diagram Map, amended for the State of Missouri, and accompanying line descriptions.

Also enclosed for filing in accordance with 49 C.F.R. § 1152.12(d), please find the original and three copies of BNSF's Affidavit of Service and Publication pertaining to BNSF's 2010 System Diagram Map. Copies of BNSF's Publisher's Affidavits are attached to the Affidavit of Service and Publication.

Please acknowledge receipt of this material by date-stamping the enclosed copy of this letter indicating the filing date and returning it to me in the enclosed self-addressed, stamped envelope.

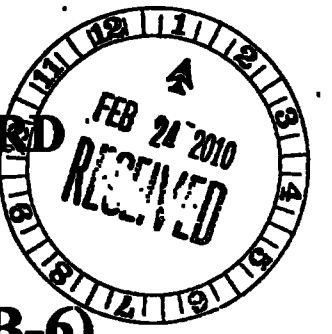
Sincerely,

Kristy D. Clark

KDC/js

Enclosures

Before the
SURFACE TRANSPORTATION BOARD



BNSF RAILWAY COMPANY (AB-6)

SYSTEM DIAGRAM MAP
Amended for the State of Missouri

February 23, 2010

BNSF Railway Company System Diagram Map Amended for the State of Missouri, and accompanying line description are attached and hereby submitted to the Surface Transportation Board pursuant to 49 C.F.R. Part 1152, Subpart B.

Kristy D. Clark
General Attorney

BNSF Railway Company
2500 Lou Menk Drive
Fort Worth, Texas 76131
(817) 352-3394

February 23, 2010

BNSF Railway Company

(AB-6) System Diagram Map

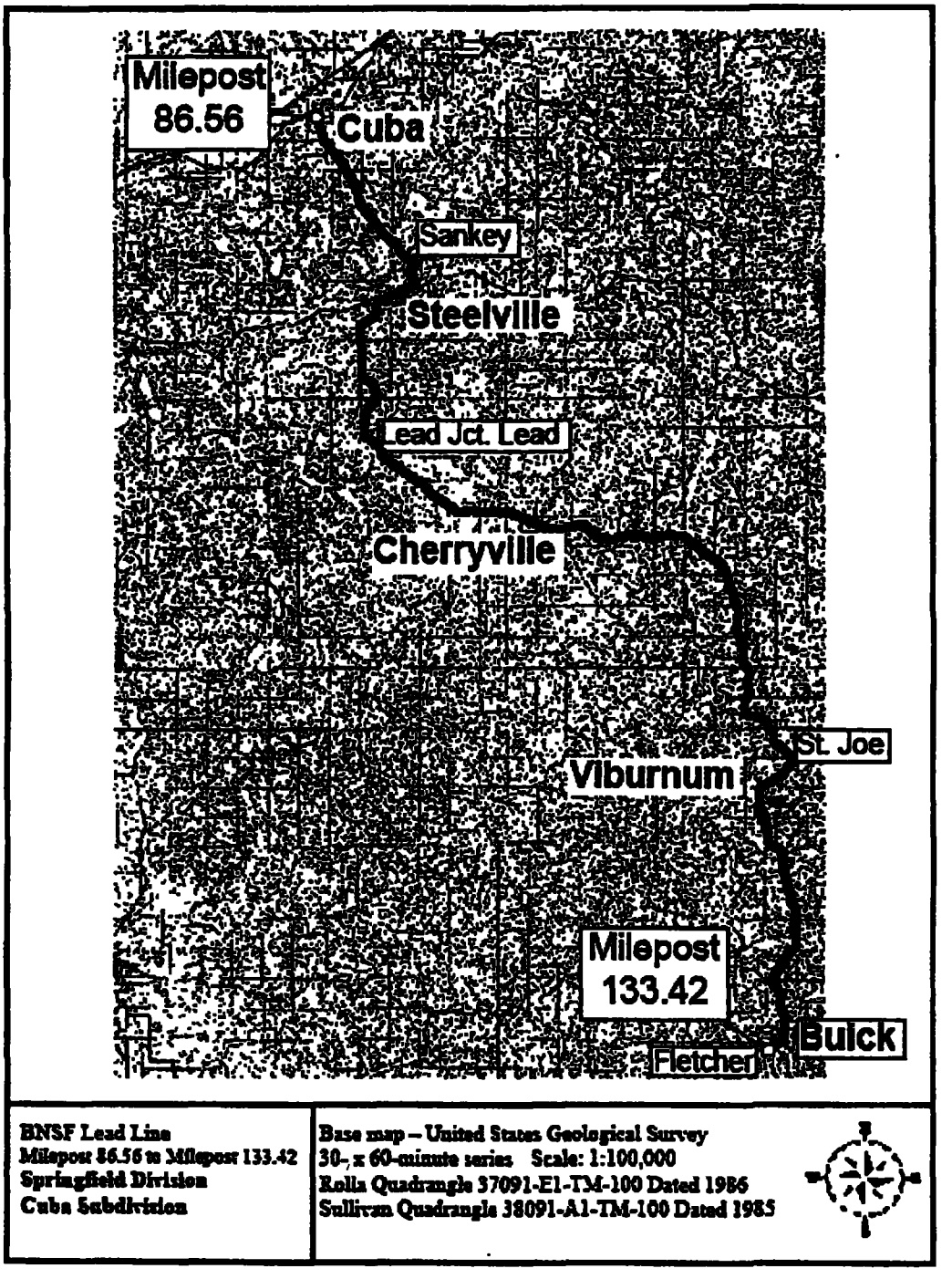
Amended for the State of Missouri

INDEX

Map 2. Line Index Map

Line Index No. 1 **BNSF Map No. MO-1**

BNSF Lead Line
Cuba to end of line near Buick, Missouri



BNSF Lead Line **Milepost 86.56 to Milepost 133.42** **Springfield Division** **Cuba Subdivision**	**Base map – United States Geological Survey** **30-, x 60-minute series Scale: 1:100,000** **Rolla Quadrangle 37091-E1-TM-100 Dated 1986** **Sullivan Quadrangle 38091-A1-TM-100 Dated 1985**

THE STATE OF TEXAS	**§**	**AFFIDAVIT OF SERVICE**
	§	**AND**
COUNTY OF TARRANT	**§**	**PUBLICATION**

BNSF RAILWAY COMPANY (AB-6)
SYSTEM DIAGRAM MAP AMENDED FOR THE STATE OF MISSOURI

KRISTY CLARK being first duly sworn, upon oath, says:

1. That she is General Attorney of BNSF Railway Company and represents the Company in the above-entitled matter.
2. That the notice requirements of 49 C.F.R. §§ 1152.12-1152.13 have been complied with as follows:
   - A. Service of three copies of BNSF Railway Company's System Diagram Map Amended for the State of Missouri with the accompanying line description was accomplished on the Surface Transportation Board by mailing said map and line description by overnight mail on February 23, 2010.
   - B. Service of one copy of BNSF Railway Company's Amended System Diagram Map for the State of Missouri and the accompanying line description for the amended line was accomplished on the Governors, the Public Service Commissions (or equivalent agencies), and the designated state agencies of the States of Alabama, Arizona, Arkansas, California, Colorado, Florida, Idaho, Illinois, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Montana, Nebraska, New Mexico, Nevada, North Dakota, Oklahoma, Oregon, South Dakota, Tennessee, Texas, Utah, Washington, Wisconsin and Wyoming, by mailing said map and line description to the aforementioned persons on February 23, 2010. A list of those parties served is attached as Exhibit A to this Affidavit.
   - C. Public Notice, in accordance with 49 C.F.R. § 1152.12(c), was accomplished by publishing a notice in the *Cuba Free Press* (Crawford County), the *Steelville Star/Crawford Mirror* (Crawford County) and the *Mountain Echo* (Iron County) on February 3, 2010. All named publications are newspapers of general circulation in the respective counties within which the subject line is located. Copies of all publication notices are attached to this Affidavit as Exhibit B.

D. In accordance with 49 C.F.R. § 1152.12 (c)(2), copies of the newspaper notices and the System Diagram Map Amended for the State of Missouri were posted at the General Office Building (first floor entryway) of BNSF Railway Company offices in Topeka, KS on February 1, 2010.

Further affiant saith not.

Kristy Clark

Kristy Clark

Subscribed and sworn to before me this 23 day of February, 2010.

Kathleen J. Upton

Notary Public, State of Texas

Printed Name of Notary: Kathleen J. Upton

My commission expires: 8/24/13

KATHLEEN J. UPTON
Notary Public
STATE OF TEXAS
My Comm. Exp. 08/24/2013

EXHIBIT A
List of Parties Served

Alabama
The Honorable Bob Riley
State Capitol
600 Dexter Avenue
Montgomery, Alabama 36130

Ms. Lucy Baxley, President
Alabama Public Service Commission
P.O. Box 304260
Montgomery, Alabama 36130

Mr. Joseph McInnes
Transportation Director
Alabama Department of Transportation
1409 Coliseum Boulevard
Montgomery, Alabama 36110

Arizona
The Honorable Jan Brewer
Governor of Arizona
1700 West Washington
Phoenix, Arizona 85007

Ms. Kristin K. Mayes, Chairman
Arizona Corporation Commission
1200 W. Washington Street
Phoenix, Arizona 85007

Mr. John Halikowski, Director
Arizona Department of Transportation
206 S. 17th Avenue, Mail Drop 100A Room 135
Phoenix, Arizona 85007

Arkansas
The Honorable Mike Beebe
Governor's Office
State Capitol, Room 250
Little Rock, Arkansas 72201

Arkansas (continued)

Mr. Paul Suskie, Chairman
Arkansas Public Service Commission
1000 Center Street
Little Rock, Arkansas 72201-4314

Mr. Dan Flowers, Director
Arkansas State Highway and Transportation Department
10324 Interstate 30
Little Rock, Arkansas 72209

California
The Honorable Arnold Schwarzenegger
Office of the Governor
State Capitol Building
Sacramento, California 95814

Mr. Michael R. Peevey, President
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, California 94102

Mr. Dale E. Bonner, BTH Agency Secretary
Business, Transportation and Housing Agency
980 9th Street, Suite 2450
Sacramento, California 95814-2719

Colorado
The Honorable Bill Ritter
Office of the Governor
136 State Capitol
Denver, CO 80203-1792

Mr. Doug Dean, Director
Colorado Public Utilities Commission
1560 Broadway, Suite 250
Denver, CO 80202

Colorado (continued)

Mr. Russell George, Executive Director
Colorado Department of Transportation
Headquarters Office
4201 E. Arkansas Ave.
Denver, CO 80222

Florida
The Honorable Charlie Crist
State of Florida
The Capitol
400 S. Monroe St.
Tallahassee, Florida 32399-0001

Mr. Matthew M. Carter II, Chairman
Florida Public Service Commission
2540 Shumard Oak Blvd.
Tallahassee, Florida 32399-0850

Ms. Stephanie Kopelousos, Secretary
Florida Department of Transportation
605 Suwannee Street
Tallahassee, Florida 32399-0450

Idaho
The Honorable C. L. "Butch" Otter
Office of the Governor
P.O. Box 83720
Boise, Idaho 83720

Ms. Jean Jewell, Commission Secretary
Idaho Public Utilities Commission
P.O. Box 83720
Boise, Idaho 83720-0074

Mr. Brian Ness, Department Director
Idaho Transportation Department
3311 W. State Street
P.O. Box 7129
Boise, Idaho 83707-1129

Illinois
The Honorable Pat Quinn
Office of the Governor
207 State House
Springfield, IL 62706

Executive Director
Illinois Commerce Commission
527 East Capitol Avenue
Springfield, IL 62701

Mr. Gary Hannig, Secretary
Illinois Department of Transportation
2300 S. Dirksen Parkway
Springfield, IL 62764

Iowa
The Honorable Chet Culver
Office of the Governor
State Capitol
1007 East Grand Ave.
Des Moines, IA 50319

Mr. James E. Forney, Director
Iowa Department of Commerce
350 Maple Street
Des Moines, IA 50319-0069

Ms. Nancy J. Richardson, Director
Iowa Department of Transportation
800 Lincoln Way
Ames, IA 50010

Kansas
The Honorable Mark Parkinson
Office of the Governor
Capitol, 300 SW 10th Ave., Ste. 212S
Topeka, KS 66612-1590

Mr. Thomas E. Wright, Chairman
Kansas Corporation Commission
1500 SW Arrowhead Road
Topeka, KS 66604-4027

Kansas (continued)

Ms. Deb Miller, Secretary
Kansas Department of Transportation
Dwight D. Eisenhower State Office Building
700 S.W. Harrison Street
Topeka, KS 66603-3754

Kentucky
The Honorable Steve Beshear
Office of the Governor
700 Capitol Avenue, Suite 100
Frankfort, KY 40601

Mr. David L. Armstrong, Chairman
Kentucky Public Service Commission
P.O. Box 615
211 Sower Boulevard
Frankfort, KY 40602-0615

Mr. Mike Hancock, Acting Secretary
Kentucky Transportation Cabinet
200 Mero St.
Frankfort, KY 40622

Louisiana
The Honorable Bobby Jindal
Office of the Governor
P.O. Box 94004
Baton Rouge, LA 70804

Ms. Eve Kahao Gonzalez, Secretary
Louisiana Public Service Commission
Galvez Building, 12th Floor
602 North Fifth Street
Post Office Box 91154
Baton Rouge, Louisiana 70821-9154

Ms. Sherri LeBas, Acting Secretary
Louisiana Department of Transportation
and Development
1201 Capitol Access Road
Baton Rouge, LA 70802

Minnesota
The Honorable Tim Pawlenty
Office of the Governor
130 State Capitol
75 Rev. Dr. Martin Luther King Jr. Blvd.
St. Paul, MN 55155

Dr. David C. Boyd, Chair
Minnesota Public Utilities Commission
121 7th Place E., Suite 350
Saint Paul, MN 55101-2147

Mr. Thomas K. Sorel, Commissioner
Minnesota Department of Transportation
395 John Ireland Boulevard
St. Paul, MN 55155-1899

Mississippi
The Honorable Haley Barbour
Office of the Governor
P.O. Box 139
Jackson, MS 39205

Mr. Brian U. Ray, Executive Secretary
Mississippi Public Service Commission
P.O. Box 1174
Jackson, MS 39215-1174

Mr. Larry L. Brown, Sr.
Executive Director
Mississippi Department of Transportation
P.O. Box 1850
Jackson, MS 39215-1850

Missouri
The Honorable Jay Nixon
Office of the Governor
P.O. Box 720.
Jefferson City, MO 65102

Mr. Robert M. Clayton III, Chairman
Missouri Public Service Commission
Governor Office Building
200 Madison Street
P.O. Box 360
Jefferson City, MO 65102-0360

Missouri (continued)

Mr. Pete Rahn, Director
Missouri Department of Transportation
105 W. Capitol Avenue
Jefferson City, MO 65102

Montana
The Honorable Brian D. Schweitzer
Office of the Governor
Montana State Capitol Bldg.
P.O. Box 200801
Helena, MT 59620-0801

Mr. Greg Jergeson, Chairman
State of Montana
Public Service Commission
1701 Prospect Avenue
P.O. Box 202601
Helena, MT 59620-2601

Mr. Jim Lynch, Director
Montana Department of Transportation
2701 Prospect Avenue
P.O. Box 201001
Helena, MT 59620-1001

Nebraska
The Honorable Dave Heineman
Office of the Governor
P.O. Box 94848
Lincoln, NE 68509-4848

Mr. Mike Hybl, Executive Director
Nebraska Public Service Commission
1200 N Street, Suite 300
Lincoln, NE 68508

Mr. Ellis Tompkins, Division Manager
Rail & Public Transportation
State of Nebraska Department of Roads
P.O. Box 94759
Lincoln, NE 68509-4759

Nevada
The Honorable Jim Gibbons
Office of the Governor
State Capitol
101 N. Carson Street
Carson City, NV 89701

Ms. Crystal J. Jackson, Executive Director
Public Utilities Commission of Nevada
1150 E. William Street
Carson City, NV 89701-3109

Ms. Susan Martinovich, P.E., Director
Nevada Department of Transportation
1263 South Stewart Street
Carson City, Nevada 89712

New Mexico
The Honorable Bill Richardson
Office of the Governor
490 Old Santa Fe Trail
Room 400
Santa Fe, New Mexico 87501

Mr. Larry Lujan, Division Director
Transportation Division
New Mexico Public Regulation Commission
P.E.R.A. Building
P.O. Box 1269
Santa Fe, New Mexico 87504-1269

Mr. Gary Giron, Cabinet Secretary
New Mexico Department of Transportation
1120 Cerrillos Road
Santa Fe, New Mexico 87504-1149

North Dakota
The Honorable John Hoeven
Office of the Governor
600 East Boulevard Avenue
Bismarck, ND 58505-0001

Mr. Kevin Cramer, Commissioner
North Dakota Public Service Commission
600 E. Boulevard, Dept. 408
Bismarck, ND 58505-0480

North Dakota (continued)

Mr. Francis G. Ziegler, Director
North Dakota Department of Transportation
608 East Boulevard Avenue
Bismarck, ND 58505-0700

Oklahoma
The Honorable Brad Henry
Office of the Governor
State Capitol Building
2300 N. Lincoln Blvd., Room 212
Oklahoma City, OK 73105

Mr. Bob Anthony, Chairman
Oklahoma Corporation Commission
P.O. Box 52000
Oklahoma City, OK 73152-2000

Mr. Gary Ridley, Director
Oklahoma Department of Transportation
200 N.E. 21st Street
Oklahoma City, OK 73105

Oregon
The Honorable Ted Kulongoski
Office of the Governor
160 State Capitol
900 Court Street
Salem, OR 97301-4047

Mr. Rick Willis, Executive Director
Public Utility Commission of Oregon
550 Capitol St NE # 215
PO Box 2148
Salem, OR 97308-2148

Mr. Matthew Garrett
Oregon Department of Transportation
355 Capitol St. N.E.
Salem, OR 97301-3871

South Dakota
The Honorable Mike Rounds
Office of the Governor
500 E. Capitol Ave.
Pierre, SD 57501

Mr. Dusty Johnson, Chairman
South Dakota Public Utilities Commission
Capitol Building, 1st Floor
500 E. Capitol Ave.
Pierre, SD 57501-5070

Mr. Darin Bergquist, Secretary
South Dakota Department of Transportation
Becker-Hansen Building
700 E. Broadway Ave.
Pierre, SD 57501

Tennessee
The Honorable Phil Bredesen
Office of the Governor
Tennessee State Capitol
Nashville, TN 37243-0001

Sara Kyle, Chairman
Tennessee Regulatory Authority
460 James Robertson Parkway
Nashville, TN 37243

Mr. Gerald Nicely, Commissioner
Tennessee Department of Transportation
505 Deaderick Street, Suite 700
Nashville, TN 37243

Texas
The Honorable Rick Perry
Office of the Governor
P.O. Box 12428
Austin, TX 78711-2428

Mr. Barry T. Smitherman, Chairman
Public Utility Commission of Texas
1701 N. Congress Ave.
P.O. Box 13326
Austin, TX 78711-3326

Texas (continued)

Mr. Amadeo Saenz Jr., Executive Director
Texas Department of Transportation
125 East 11th Street
Austin, TX 78701

Utah
The Honorable Gary R. Herbert
Office of the Governor
Utah State Capitol Complex
350 North State Street, Suite 200
PO Box 142220
Salt Lake City, Utah 84114-2220

Mr. Richard M. Campbell, Commissioner
Utah Public Service Commission
Heber M. Wells Building
160 East 300 South
Salt Lake City, Utah 84114

Mr. John Njord, Executive Director
Utah Department of Transportation
4501 South 2700 West
Mail Stop 141200
Salt Lake City, Utah 84114-1200

Washington
The Honorable Chris Gregoire
Office of the Governor
416 Sid Snyder Ave SW, Suite 200
P.O. Box 40002
Olympia, WA 98504-0002

Mr. Dave Danner, Executive Director and Secretary
Washington State Utilities and Transportation Commission
P.O. Box 47250
Olympia, WA 98504-7250

Washington (continued)

Ms. Paula J. Hammond, P.E.
Secretary of Transportation
Washington State Department of Transportation
310 Maple Park Avenue SE
P.O. Box 47300
Olympia, WA 98504-7300

Wisconsin
The Honorable Jim Doyle
Office of the Governor
115 East State Capitol
Madison, WI 53702

Mr. Eric Callisto, Chairperson
Public Service Commission of Wisconsin
610 North Whitney Way
P.O. Box 7854
Madison, Wisconsin 53707-7854

Mr. Frank Busalacchi, Secretary
Wisconsin Department of Transportation
Hill Farms State Transportation Building
4802 Sheboygan Avenue
P.O. Box 7999
Madison, WI 53707-7999

Wyoming
The Honorable Dave Freudenthal
Office of the Governor
State Capitol
200 West 24th Street
Cheyenne, WY 82002-0010

Mr. Alan B. Minier, Chairman
Wyoming Public Service Commission
Hansen Building, Suite 300
2515 Warren Avenue
Cheyenne, WY 82002

Mr. John Cox, Director
Wyoming Department of Transportation
5300 Bishop Boulevard
Cheyenne, WY 82009-3340

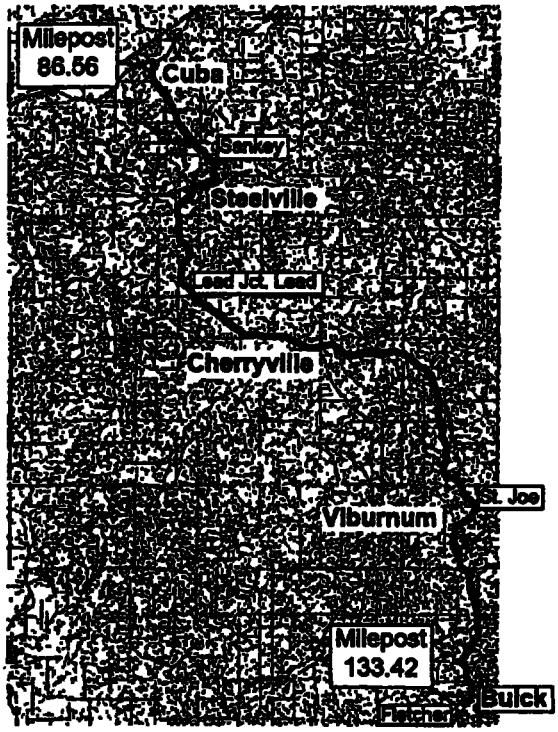
EXHIBIT B
Publication Notices

PUBLIC NOTICE

Notice – System Diagram Map

BNSF Railway Company (AB-6) publishes this amendment to its System Diagram Map pursuant to the regulations of the Surface Transportation Board at 49 CFR 1152.12 and 1152.13. The rail line described below will be placed in Category 1 (Rail Lines Anticipated to Be the Subject of An Abandonment Application within Three Years).

1. **Line Designation – BNSF Lead Line**
2. **State – Missouri**
3. **Counties – Iron and Crawford**
4. **Milepost endpoints – Milepost 86.56 (Cuba) and Milepost 133.42 (near Buick)**
5. **There are no agency stations**



BNSF's color-coded System Diagram Map will be provided upon request. Send $20 to System Diagram Map, BNSF Railway Company, Network Strategies, 2500 Lou Menk Drive, AOB-3, Fort Worth, TX 76131.

PUBLIC NOTICE

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BNSF's color-coded System Diagram Map will be provided upon request. Send $20 to System Diagram Map, BNSF Railway Company, Network Strategies, 2500 Lou Menk Drive, AOB-3, Fort Worth, TX 76131.

CPRSS 2/4 K

Affidavit of Publication

of Missouri

ty of Crawford

) Viehman, being duly sworn according to law, state that I am the Editor
) Cuba Free Press, a weekly newspaper of general circulation in the
ty of Crawford where located; which has been admitted to the Post
) as second-class matter in the City of Cuba, the city of publication; which newspaper has
published regularly and consecutively for a period of three years and has a list of bona fide
scribers voluntarily engaged as such who have paid or agreed to pay a stated price for a sub-
tion for a definite period of time, and that such newspaper has complied with the provisions
ction 493.050 Revised Statutes of Missouri, 1959 (Laws of Missoun for 1943 page 859). The
d notice appeared in said newspaper on the following consecutive weeks (issues).

Feb. 4 20 10 to _____ 20 _____

st insertion Feb 4 20 10

cond insertion _____ 20 _____

ird insertion _____ 20 _____

ourth insertion _____ 20 _____

fth insertion _____ 20 _____

PAT STUBBLEFIELD
Notary Public-Notary Seal
Commission #08412151
State of Missoun
County of Crawford
My Commission Expires June 20, 2012

(Signed)
Rob Viehman (Publisher)

scribed and sworn to before me this 4 day

February 20 10

Pat Stubblefield Notary Public

iled and Recorded this _____ day of _____ 20 _____

Printer's Fee $ 73.50

Continued on next page if necessary

PUBLIC NOTICE

Notice – System Diagram Map

BNSF Railway Company (AB-6) publishes this amendment to its System Diagram Map pursuant to the regulations of the Surface Transportation Board at 49 CFR 1152.12 and 1152.13. The rail line described below will be placed in Category 1 (Rail Lines Anticipated to Be the Subject of An Abandonment Application within Three Years).

1. Line Designation – BNSF Lead Line
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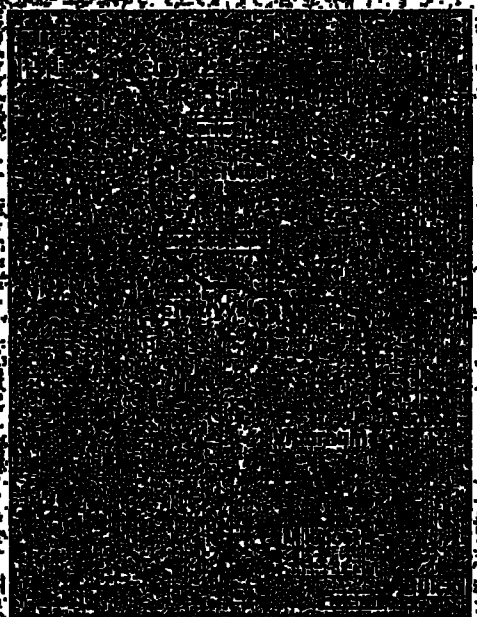
5. There are no agency stations.



BNSF's color-coded System Diagram Map will be provided upon request. Send $20 to System Diagram Map, BNSF Railway Company, Network Strategies, 2500 Lou Menk Drive, AOB-3, Fort Worth, TX 76131.

Affidavit of Publication

f Missouri

: of Crawford

Vishman, being duly sworn according to law, state that I am the Publisher Steelville Star/Crawford Mirror, a weekly newspaper of general circulation in the of Crawford where located; which has been admitted to the Post as second-class matter in the City of Steelville, the city of publication; which newspaper on published regularly and consecutively for a period of three years and has a list of bona scribers voluntarily engaged as such who have paid or agreed to pay a stated price bscription for a definite period of time, and that such newspaper has complied with the ns of Section 493.050 Revised Statutes of Missouri, 2000, and Section 59.310, Revised s of Missouri 2000. The affixed notice appeared in said newspaper in the following consecutive issues:

Feb. 3 20 10 to _____ 20 _____

Insertion Feb. 3 20 10

nd Insertion _____ 20 _____

d Insertion _____ 20 _____

th Insertion _____ 20 _____

Insertion _____ 20 _____

PAT STUBBLEFIELD
Notary Public-Notary Seal
Commission #08412151
State of Missouri
County of Crawford
My Commission Expires June 27, 2012

(Signed) _____
Rob Vishman (Publisher)

ibed and sworn to before me this 4 day

February 20 10

Pat Stubblefield Notary Public

Filed and Recorded this _____ day of _____ 20 _____

Printer's Fee: $ 73.50

Continued on next page if necessary

AFFIDAVIT OF PUBLICATION Date: Febru

STATE OF MISSOURI)
COUNTY OF IRON) ss.

I, Judith Schaaf-Wheeler, being duly sworn according to law, st
that I am the Publisher of The Mountain Echo, a weekly newspa
of general circulation in the County of Iron, State of Missouri, wh
located; which newspaper has been admitted to the Post Office
periodical class matter in the City of Ironton, Missouri, the city
publication; which newspaper has been published regularly and c
secutively for a period of three years and has a list of bona fide s
scribers, voluntarily engaged as such who have paid or agreed to p
a stated price for a subscription for a definite period of time, and th
such newspaper has complied with the provisions of Section 493.0
Revised Statutes of Missouri 2000, and Section 59.310, Revis
Statutes of Missouri 2000. The affixed notice appeared in said ne
paper in the following consecutive issues:

1st
Insertion: Vol. 73 No. 18, 3rd day of Feb. 2010

2nd
Insertion: Vol. ____ No. ____, ____ day of ____ 2010

3rd
Insertion: Vol. ____ No. ____, ____ day of ____ 2010

4th
Insertion: Vol. ____ No. ____, ____ day of ____ 2010

Publication Cost $ 84.00

Judith Schaaf-Wheeler
Publisher's Signature

Subscribed and sworn to before me on this 3rd day of February, 2010

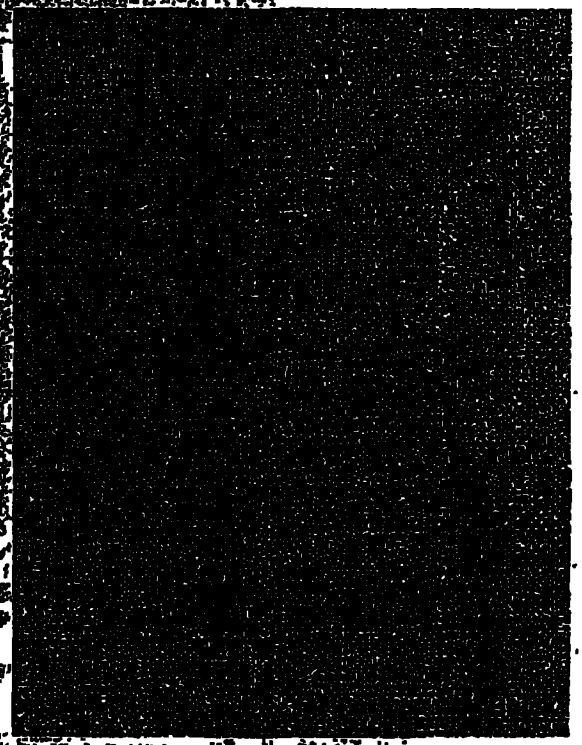
Cheryl A. Reinagel
Notary Public

CHERYL A. REINAGEL
Notary Public - Notary Seal
State of Missouri
County of Iron
Commission Expires July 2, 2012

PUBLIC NOTICE
Notice – System Diagram Map

BNSF Railway Company (AR-6) publishes this amendment to its System Diagram Map pursuant to the regulations of the Surface Transportation Board at 49 CFR 1152.12 and 1152.13. The rail line described below will be placed in Category 1 (Rail Lines Anticipated to Be the Subject of An Abandonment Application within Three Years).

Line Designation – BNSF Lead Line
State – Missouri
Counties – Iron and Crawford
Milepost endpoints – Milepost 86.56 (Cuba) and Milepost 133.42 (near Buick)
There are no agency stations



BNSF's color-coded System Diagram Map will be provided upon request. Send $20 to:
System Diagram Map,
BNSF Railway Company, Network Strategies,
2500 Lou Menk Drive, AOB-3, Fort Worth, TX 76131.

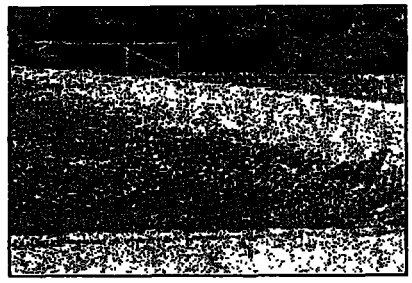
EXHIBIT 4

Ozark Sierran index

Doe Run is "Out of the Closet"

by Tom Kruzen, Mining Subcommittee

Below is a list of occurrences in Doe Run's corporate life from February, 1989 to July, 2003. Doe Run and its managers provide Missourians a steady stream of pollution and seeming inability or unwillingness to address the issues. At times Jeffrey Zelms, CEO, seems to make fun of the seriousness of the problem by licking a chunk of lead ore he revealed from his pocket in front of the St. Louis Post-Dispatch Editorial Board and others. "See, it didn't hurt me", he exclaimed! All too often, their PR is absurdly offering "cookies" to the kiddies rather than cleaning up their 110-year mess in Herculaneum. They have often cleverly tried to keep their dirty secrets "in the closet". I suggest they have failed miserably.



Lead concentrate covering Forest Service Road 2241 next to Doe Run's Buick Mine and Mill. 100 miles of state and federal highways in Eastern Missouri are now contaminated with lead. *Photo: Tom Kruzen*

Some highlights compiled from Doe Run's recent past:

February, 1989: Rise in lead emissions at Herculaneum nearly 4 times national average (St. Louis Post-Dispatch)

June, 1989: Notice of Violation issued against Doe Run for violations of air standards for almost three years.

June, 1989: Doe Run holds community meeting in Herculaneum.

August, 1989: Notice of Violation issued for excess air pollution from the second quarter of 1986 to present at the Herculaneum facility.

February, 1990: Doe Run does not report sulfuric acid spill of 40,000 gallons in Herculaneum residential area. Doe Run is called "bad actor" by the State of Missouri.

March, 1990: Doe Run issued penalty of $50,000 for violations in Herculaneum.

November, 1991: EPA cites Doe Run for air violations in and around Herculaneum.

July, 1992: St. Louis Post-Dispatch reports "despite spending $20 million, Doe Run continues to violate air quality standards, as it has for 15 years". (St. Louis Post Dispatch).

October, 1992: Sulfuric acid spill at Herculaneum plant of 500 gallons.

1992: Doe Run begins monthly newsletter "Neighborhood Notes" in Herculaneum.

January, 1992: Department of Natural Resources finds violations at Doe Run's Buick, Missouri facility including 15,000 drums, open burning, leaking battery bunker, "releases too numerous to quantify", "an unbelievable mess". (Missouri Department of Natural Resources records). Doe Run was fined by the state to the tune of $300,000. Half of this went to fund equipment purchases for Missouri's Stream Team Program.

February, 1993: Notice of violation issued against Doe Run for exceeding air standards by four times the limit at Herculaneum.

May, 1993: Doe Run tops Toxic Release Inventory list for top polluter in state; Doe Run's president Jeff Zelms states "We're tickled to death about the progress we've made." (St. Louis Post Dispatch)

May, 1993: Notice of Violations issues for water emissions at Herculaneum.

August, 1993: Doe Run produces video called Living with Lead for Herculaneum community members.

August, 1993: Doe Run cited for 313 violations by OSHA, including 283 willful violations (meaning they knew about the violations yet did nothing to correct them) and 136 instances of failing to record occupational injuries (Wall Street Journal, 2/18/88).

December, 1993: Doe Run settles violation of Feb. 25, 1993 with check for $5,000.

May, 1994: Notice of Violation issued against Doe Run for inspection failures at Herculaneum.

May, 1995: EPA and Doe Run sign stipulated agreement to address violations. Between this date and August, 1996, eight more violations occur at Herculaneum.

June, 1996: EPA issues complaint against Doe Run for failure to report toxic chemical release inventory emissions (TRI) for chromium compounds for two years; penalty assessed in amount of $34,000 which Doe Run paid the following month.

August, 1996: Gas explosion occurs at Herculaneum's plant.

August, 1996: USEPA begins action against Doe Run for failure of air violations in Herculaneum.

September, 1996: Overflow of untreated toxic water into Mississippi River at Herculaneum facility.

September, 1997: Doe Run receives final notice by EPA for failure of air violations at Herculaneum.

October, 1997: Doe Run's parent company Renco purchases smelter in La Oroya, Peru for $126 million plus $120 million in improvements. In the deal Renco obligated La Oroya to loan Renco $126 million interest free. (Vanity Fair, July, 2003)

1998: Doe Run purchases Glover, Missouri facility.

April, 2001: Toxics Release Inventory shows Doe Run holding the top seven spots of most polluting companies in Missouri. (St. Louis Post-Dispatch)

July, 2001: Agencies for Toxic Substances and Disease Registry issues Health Consultation Report of Herculaneum referring to past and present exposures of lead as a "persistent and unacceptable public health hazard".

August, 2001: Missouri Department of Natural Resources find lead levels of 300,000 parts per million on residential Herculaneum street; 400 parts per million is considered the hazardous level at which remediation is triggered.

2001: Former Doe Run workers come forward to identify illegal burying of hazardous waste at Doe Run facility, which triggers Grand Jury investigation.

September 10, 2001: Notice of Violation issued for toxic materials falling from uncovered trucks in residential areas in Herculaneum.

September 22, 2001: Notice of Violation issued for toxic materials coming into ambient air from uncovered trucks as witnessed by Department of Natural Resources at Herculaneum.

September, 24, 2001: Missouri Department of Health sends letter to Missouri Department of Natural Resources citing "clear and present" and "imminent and substantial endangerment" to Herculaneum residents.

September 25, 2001: Missouri Department of Natural Resources issues order to Cease and Desist to Doe Run.

September, 2001: State of Missouri installs caution signs on residential streets in Herculaneum which warn citizens of high lead levels and instructs families to visit parks in other towns.

September, 2001: Agencies for Toxic Substances and Disease Registry finds with 99.8 percent certainty that source of Herculaneum children's lead poisoning is the Doe Run facility.

September, 2001: EPA notes need to address "emergency conditions caused by release of hazardous substances" from Doe Run's Herculaneum facility.

October, 2001: Notice of Violation issued against Doe Run by the State's Water Pollution Program.

October, 2001: Notice of Violation issued against Doe Run by the MDNR Air Pollution Program.

October, 2001: Missouri Department of Natural Resources proposes listing the Mississippi River from the Doe Run facility downstream five miles--as impaired.

December, 2001: Federal and State agencies sign agreement listing mandatory actions to be taken by the company including the buy-out of hundreds of contaminated homes in Herculaneum.

February , 2002: Agencies for Toxic Substances and Disease Registry issue Health Consultation Report which finds that 56% of children within 1/4 mile of the Doe Run smelter are lead poisoned. Further alarming, 23% of children within 1.25 miles from the facility are found to be lead poisoned.

March, 2002: Letter from Missouri Department of Natural Resources to Doe Run's Jeffrey Zelms states: "The company's practice of doing the minimum work to obtain marginal regulatory compliance is clearly unacceptable given the continuing health threat to citizens of Missouri. We will not stand idly by while the company attempts to buy time...". The letter cites the company's "evasions".

December, 2002: Doe Run hosts "Open House"; pen and mugs giveaways, ornament decorating for kids, free cookies.

May, 2003: Doe Run hosts "Open House"; public tours of facility, "educational seminars", barbeque on the parking lot of the smelter!

July, 2003: Officials in Jefferson, Iron and Reynolds Counties in Missouri meet to

discuss tactic of "divide and conquer" used by the Doe Run Company to avoid paying taxes (St. Louis Post-Dispatch, 7/21/03).

The story continues today with the clean-up of 100 miles of haul road from Doe Run's mines/mills to their two primary smelters at Herculaneum and Glover. Over fifty homes along the way will have to be cleaned and most will have their yard soil replaced to a depth of one foot.

Earlier this month Doe Run was sued for multi-millions of dollars by Burlington Northern Railroad to recoup losses incurred while hauling Doe Run's lead concentrate in the mid-nineties. It seems no one at Doe Run told the rail workers that lead concentrate was toxic. They cleaned rail gondolas and spread the "funny gray soil that didn't grow nothing" all over Cherryville and Crawford County. Some of the men actually burned tires in the rail cars to thaw the frozen concentrate in winter, releasing more toxins. Some of these men became very ill and lost kidneys.

Similar illness beset the people of Herculaneum as well as many of the workers. Over the years untold suffering has issued from the lead industry that has literally covered the earth. Shameless men who own and run this company blather pieties such as, "We are continuing to improve." The owner, Ira Leon Rennert blatantly builds the largest house in America. Price tag: $100 million including a 100-car garage and 41 bathrooms on some pricey real estate in the Hamptons on Long Island. (And on the backs of millions affected by his toxic products and toxic behavior.)

This same company now comes to water quality rules meetings the state is holding and insists it be allowed to drain their mining waste into the Scenic Rivers...the Current, The Jacks Fork and the Eleven Point Rivers, some of the cleanest rivers in the United States.

Like Pig Pen in Charles' Schultz's "Peanuts" Doe Run's foul dust and foul deeds follow them everywhere! We would be the fools to let them get away with ruining the last best watershed in Missouri. Before that happens, they will have to run over my dead body and maybe quite a few thousand (maybe even millions) more people who live along and use these rivers for recreation. If we've learned nothing from their brief history, it is very apparent that Doe Run is sufficiently capable of destroying things.

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Civil Enforcement

Doe Run Resources Corporation Settlement

Doe Run Resources Corporation Settlement Resources

Press Release (10/08/10)
Consent Decree (PDF) 174pp, 486KB, About PDF)

(Washington, DC - October 08, 2010) Doe Run Resources Corp. of St. Louis, North America's largest lead producer, has agreed to spend approximately $65 million to correct violations of several environmental laws at 10 of its lead mining, milling and smelting facilities in southeast Missouri, the Justice Department, Environmental Protection Agency (EPA) and the Missouri Department of Natural Resources announced today. The settlement also requires the company to pay a $7 million civil penalty.

On this page:

"For years families with children near Doe Run's facilities have been exposed to unacceptable levels of lead, one of the most dangerous neurotoxins in the environment, infants and young children are at the greatest risk from lead exposure, which even at low levels can cause behavioral problems, learning deficits and lowered IQ. Today's settlement requires Doe Run to take aggressive actions to clean up their act and work to ensure that families living near the company's facilities are protected from lead poisoning and other

Overview of Company and Facility Locations

***harmful pollution."* - Cynthia Giles, Assistant Administrator of EPA's Office of Enforcement and Compliance and Assurance.**

The Doe Run Resources Corporation and The Buick Resource Recycling Facility, LLC (collectively Doe Run), operate a lead mining company headquartered in St. Louis with facilities in an area of southeast Missouri known as the Viburnum Trend.

Doe Run owns and operates the only remaining primary lead smelter in the United States in Herculaneum, Mo. Doe Run also owns and operates several mining and milling facilities throughout the Viburnum Trend, as well as a secondary lead smelter (Buick Resource Recycling Facility), and a former primary lead smelter (Glover Facility).

Ore from the mines at the Doe Run facilities is crushed, milled, and processed; lead concentrate is then transported from the mills by contract carrier trucks 110 miles to the Herculaneum smelter for smelting and refining, or 120 miles to the Southeast Missouri Port Authority to be loaded onto barges for shipment overseas, mostly to China.

The facilities involved in this settlement are all located in Missouri and listed below:

Brushy Creek Mine/Mill Facility, Bunker, Mo.
Buick Mine/Mill Facility, Boss, Mo.
Buick Resources Recycling Facility, Boss, Mo.
Fletcher Mine/Mill Facility, Bunker, Mo.
Glover Facility, Annapolis, Mo.
Herculaneum Lead Smelter Facility, Herculaneum, Mo.
Sweetwater Mine/Mill Facility, Ellington, Mo.
Viburnum Mine #35 (Casteel) Facility, Bixby, Mo.
Viburnum Mine/Mill Facility, Viburnum, Mo.
West Fork Unit Facility, Bunker, Mo.

Violations

Doe Run has agreed to a proposed Consent Decree resolving civil violations of the following federal laws:

Clean Air Act (CAA), 42 U.S.C. §§ 7410, 7412, 7475, 7503, 7661a, 7661b, and 7661c
Clean Water Act (CWA), 33 U.S.C. §§ 1311, 1321, and 1342

Resource Conservation and Recovery Act (RCRA), 42 U.S.C. §§ 6925-6935, and 6973
Emergency Planning and Community Right-To-Know Act (EPCRA), 42 U.S.C. §§ 11004 and 11023
Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), 42 U.S.C. § 9603

Injunctive Relief

The proposed consent decree requires the injunctive measures below which are estimated to cost $65.8 million. Doe Run has already corrected the EPCRA/CERCLA violations.

To address the CAA violations, Doe Run will:

Shut down the acid plant and sintering machine and stop shipping lead concentrate to the Herculaneum facility by December 31, 2013.

Comply with a production limit of 130,000 tons per year (tpy) of finished primary lead on a 12-month rolling average across its facilities until the shutdown in 2013.

Comply with the following rates and caps:
- Sinter production shall not exceed a 12-month rolling tonnage of 326,370 tons. Blast furnace sinter consumption shall not exceed a 12-month rolling tonnage of 326,370 tons.
- Emissions of lead shall comply with the 1.0 pound per ton of lead limit set forth in 40 C.F.R. § 63.1543.

Continuously operate certified emission rate monitors (CERMS) for sulfur dioxide (SO_2) at the smelter.

Obtain federally enforceable state-issued permits and update its Title V permits to reflect the injunctive relief requirements of the consent decree.

To address the CWA violations, Doe Run will:

Ensure continuing compliance with its current and future *National Pollutant Discharge Elimination System* (NPDES) permits:
- Participate in an expedited process for resolving permit appeals it has filed relating to recently issued NPDES permits for its facilities in southeast Missouri. New NDPES permit limits at Doe Run's facilities contain more stringent water quality-based limits. Doe Run may ultimately need to install major controls in order to comply with them.
- Conduct informal negotiation with the Missouri Department of Natural Resources (MDNR) and the use of a court-appointed dispute-resolver to determine any remaining permit issues.

Abide by the dispute-resolver's decision and waive further appeal rights under state law.

Collect surface and underground water data to evaluate water quality and potential for pollutant load reductions at ten of its facilities. Using this data, Doe Run will:

Establish underground water management plans at each facility designed to assess procedures and methodologies to reduce metals loadings in mine water and underground process water.

At each facility, establish surface water management plans to manage process wastewater and stormwater (including mine water pumped to the surface) in compliance with all NPDES permits.

Complete several site-specific measures at the following facilities:

Herculaneum facility

Install and continuously operate a second lime slurry tank to address pH consistency.

Assess the characteristics of water entering the slag water collection system and investigate potential for treatment.

Install a truck wash recycling system to recycle wash water and reduce hydraulic loading to the wastewater treatment plant.

Glover facility

Evaluate the effectiveness of chemical reagents used at the wastewater treatment plant and implement any recommended changes in the use of these chemicals.

Evaluate the use of sodium sulfide to reduce thallium in the wastewater treatment system and implement any recommendations provided through this evaluation.

Remove any slag washed out of the slag storage area and stabilize the containment berm around the slag storage area.

Buick Resource Recycling Facility

Continuously operate an additional sand vertical gravity filter at the wastewater treatment plant.

Install equipment for recycling non-contact cooling water in the battery desulfurization and crystallization areas and install return pumps for the blast furnace cooling water to allow reuse of the non-contact cooling water.

West Fork Facility

Remove and replace the substrate in the north biocell of the wastewater treatment plant and eliminate the discharge from the domestic wastewater treatment unit

To address the RCRA violations, Doe Run will:

Take various measures to correct RCRA violations identified at the Brushy Creek, Buick Resource Recycling, and Herculaneum Lead Smelter facilities during prior inspections, comply with permits, and improve general RCRA compliance.

Investigate and clean up the Herculaneum facility to health-based cleanup levels appropriate for the designated future use of the property after shutdown of the Herculaneum smelter.
Provide initial financial assurance of $8.14 million in the form of a trust fund to be completely funded over the next three years for the cleanup work at Herculaneum. The trust fund will be used in the event the company is unable to perform the cleanup action.
Expand its financial assurance and remediation accordingly should more significant engineering controls or greater monitoring be required as a result of the site-investigation.
Provide financial assurance for the cleanup of its six active or former mine and mill facilities including Brushy Creek, Buick, Fletcher, Sweetwater, Viburnum, and West Fork. The total cost of this financial assurance is currently estimated by Doe Run to be $20-25 million in 2010 dollars.

Transportation and Yard Contamination Injunctive Relief

EPA and Doe Run have agreed on a modification of a 2007 administrative order on consent (Modified AOC) that requires:

Improved washing and inspection of trucks hauling lead-bearing materials.
Independent auditing of the washing and inspection activities.
Additional sampling of residential properties along the truck routes used for hauling lead-bearing materials.
An assessment to implement improvements to its transportation and handling operations.

In order to address contamination revealed in Herculaneum residential yards, Doe Run is entering into a RCRA AOC (Yard AOC) requiring:

Annual sampling of all residential properties, vacant lots, and high child impact areas (e.g., schools, day care centers, churches) within 1.5 miles of its smelter facility.
Cleanup of all properties with lead soil concentrations above a 400 parts per million (ppm) action level within 18 months.

Once the smelter operation is shut down at the end of 2013 and the smelter property is cleaned up, Doe Run will sample all residential properties, vacant lots, and high child impact areas one final time and clean up any additional properties with lead soil concentrations above 400 ppm.

Additional Injunctive Relief

This settlement will require Doe Run to expend no less than $17.5 million to implement the following additional injunctive relief measures:

Enclosure of lead concentrate handling, loading, and storage areas under negative pressure with emissions routed to a baghouse at four

facilities over the next five years (and any future facility at the time of opening) at an estimated cost of $10-12 million.
Stream mitigation activities on 8.5 miles of Bee Fork Creek (near Fletcher Mine/Mill) at an estimated cost of $5.8 million.
Mitigation projects in the affected communities over the next four year at an estimated cost of $2 million, including a minimum of
$300,000 for clean diesel retrofits
$200,000 for school laboratory clean-outs
$300,000 in school energy efficiency projects
$300,000 in ground source heat pump projects

Pollutant Reductions

As a result of this settlement, Doe Run will reduce the following pollutants by the amounts below:

Air Pollutants	Tons per Year (tpy)
Carbon Dioxide (CO_2)	101,000 tpy
Sulfur Dioxide (SO_2)	42,000 tpy
Lead (Pb)	162 tpy
Particulate Matter (PM_{10})	23 tpy
Carbon Monoxide (CO)	22 tpy
Nitrous Oxides (NO_x)	13.5 tpy
Volatile Organic Chemicals (VOCs)	2.5 tpy
Water Pollutants	**Tons per Year (tpy)**
Oil & Grease	140.5 tpy
Zinc	41.8 tpy
Nitrate	16.4 tpy
Total Suspended Solids	6.4 tpy
Chemical Oxygen Demand	5.4 tpy
Lead	3.5 tpy
Cadmium	0.95 tpy
Biochemical Oxygen Demand	0.89 tpy
Arsenic	0.13 tpy
Copper	0.08 tpy

Health and

Environmental Effects

The pollutants reduced under this settlement are known to have numerous adverse, significant environmental and health effects.

Lead: Lead at high levels can cause convulsions, coma, and even death. Lower levels of lead can cause adverse health effects on the central nervous system, kidney, and blood cells. Fetuses, infants, and

children are more vulnerable to lead exposure than adults since lead is more easily absorbed into growing bodies, causing delays in physical and mental development, lower IQ levels, shortened attention spans, and increased behavioral problems.

Doe Run's remediation of contaminated yards and high child-impact areas as well as its transportation improvements are estimated to reduce lead pollution by a total of 822 tons.

Sulfur Dioxide: High concentrations of sulfur dioxide affect breathing and may aggravate existing respiratory and cardiovascular disease. Sensitive populations include asthmatics, individuals with bronchitis or emphysema, children, and the elderly. Sulfur dioxide is also a primary contributor to acid rain.

Nitrogen Oxides – Nitrogen oxides can cause ground-level ozone, acid rain, particulate matter, global warming, water quality deterioration, and visual impairment. Nitrogen oxides play a major role, with volatile organic chemicals, in the atmospheric reactions that produce ozone. Children, people with lung diseases such as asthma, and people who work or exercise outside are susceptible to adverse effects such as damage to lung tissue and reduction in lung function.

Volatile Organic Compounds: VOCs, along with NOx, play a major role in the atmospheric reactions that produce ozone, which is the primary constituent of smog. People with lung disease, children, older adults, and people who are active can be affected when ozone levels are unhealthy. Ground-level ozone exposure is linked to a variety of short-term health problems, including lung irritation and difficulty breathing, as well as long-term problems, such as permanent lung damage from repeated exposure, aggravated asthma, reduced lung capacity, and increased susceptibility to respiratory illnesses such as pneumonia and bronchitis.

Carbon Monoxide: Carbon Monoxide is a colorless, odorless gas that is formed when carbon in fuel is not burned completely. It is a component of motor vehicle exhaust, which contributes about 56 percent of all Carbon Monoxide emissions nationwide. Carbon monoxide can cause harmful health effects by reducing oxygen delivery to the body's organs (like the heart and brain) and tissues.

Carbon Dioxide: Carbon dioxide is one of six greenhouse gases subject to an April 17, 2009 proposed endangerment finding.

Particulate Matter: Short term exposure to PM can aggravate lung disease, cause asthma attacks and acute bronchitis, may increase susceptibility to respiratory infections and has been linked to heart attacks.

Arsenic: Arsenic is a carcinogen, and chronic exposure can result in fatigue, gastrointestinal distress, anemia, neuropathy, and skin lesions that can develop into skin cancer in mammals.

Cadmium: Cadmium is a probable carcinogen, and can cause pulmonary irritation and kidney disease.

Copper: Drinking water containing large concentrations of copper can cause gastrointestinal distress and liver or kidney damage. High concentrations of copper can become toxic to aquatic life.

Zinc: Zinc can cause stomach cramps, nausea, vomiting, and anemia.

Civil Penalty

Doe Run will pay a $7 million penalty, to be shared equally between the United States and Missouri.

State Partners

Missouri is a co-plaintiff

Comment Period

The proposed settlement, to be lodged in the U.S. District Court for the Eastern District of Missouri, as well as the Modified AOC and the Yard AOC, are subject to a 30-day public comment period and final court or EPA approval. Information on submitting comments is available at the Department of Justice website.

For more information, contact:

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Special Litigation & Projects Enforcement Division
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http://www.epa.gov/compliance/resources/cases/civil/mm/doerun.html
Last updated on Tuesday, October 12, 2010

EXHIBIT 5

FEDERAL REGISTER NOTICE

DRAFT FEDERAL REGISTER NOTICE

Surface Transportation Board

STB Docket No. AB 6 (Sub-No. 476)

BNSF Railway Company
-- Discontinuance –
In Iron and Crawford Counties, Missouri

On April 29, 2011, BNSF Railway Company filed with the Surface Transportation Board, Washington, D.C. 20423, an application for permission for the discontinuance of service on a line of railroad known as the Lead Line extending from railroad milepost 87.60, at Cuba, to the end of the line at railroad milepost 133.42, near Buick, a distance of 45.84 miles in Iron and Crawford Counties, Missouri. Prior to 2003, the stations on the line were Boyd (MP 91.5), Bird Nest (MP 97.4), Henpeck (MP 93.5), Cherry Valley Jct. (MP 93.7), Sankey (MP 94.3), Steelville (MP 95.1), Vivian (MP 96.9), Roswell (MP 97.9), Lead (MP 100.4), Lead Jct.(MP 100.72), Cherryville (MP 107.5), St. Joe (MP 122.9), Viburnum (MP 124.3), Bixby (MP 127.4), Buick (MP 130.0) and Fletcher (MP 133.0). The Line traverses United States Postal Service ZIP Codes 65440, 65453, 65456, 65560, 65565, and 65566.

The line does contain land granted by the June 10, 1852 Act of Congress to the State of Missouri to aid in the construction of railroads in Missouri. Any documentation in the railroad's possession will be made available promptly to those requesting it. The applicant's entire case for discontinuance (case in chief) was filed with the application.

The line of railroad has appeared on the system diagram or included in the narrative in category 1 since February 24, 2010.

The interests of railroad employees will be protected by the conditions set forth in Oregon Short Line R. Co. – Abandonment – Goshen, 360 I.C.C. 91 (1979).

Any interested person may file with the Surface Transportation Board written comments concerning the proposed discontinuance or protests (including the protestant's entire opposition case), within 45 days after the application is filed. All interested persons should be aware that because this is a discontinuance and not an abandonment, trail use/rail banking and public use conditions are not appropriate. Persons who may oppose the discontinuance but who do not wish to participate fully in the process by appearing at any oral hearings or by submitting verified statements of witnesses, containing detailed evidence, should file comments. Persons opposing the proposed discontinuance that do wish to participate actively and fully in the process should file a protest.

In addition, a commenting party or protestant may provide:

(i) An subsidy offer of financial assistance, pursuant to 49 U.S.C. 10904 (due 120 days after the application is filed or 10 days after the application is granted by the Board, whichever occurs sooner); and

(ii) Recommended provisions for protection of the interests of employees.

Parties seeking information concerning the filing of protests should refer to 49 C.F.R. 1152.25.

Written comments and protests must indicate the proceeding designation STB No. AB-6 (Sub 476) and should be filed with Chief, Section of Administration, Office of Proceedings, Surface Transportation Board, 395 E Street, S.W., Washington, DC 20423, no later than June 13, 2011. Interested persons may file a written comment or protest with the Board to become a party to this discontinuance proceeding. A copy of each written comment or protest shall be served upon the representative of the applicant: Karl Morell, Ball Janik LLP, 1455 F Street, N.W., Suite 225, Washington, D.C. 20005 (202) 638-3307. The original and 10 copies of all comments or protests shall be filed with the Board with a certificate of service. Except as otherwise set forth

in part 1152, every document filed with the Board must be served on all parties to the discontinuance proceeding. 49 CFR 1104.12(a).

The line sought to be discontinued will be available for subsidy for continued rail use, if the Board decides to permit the discontinuance in accordance with applicable laws and regulations (49 U.S.C. 10904 and 49 CFR 1152.27). No subsidy arrangement approved under 49 U.S.C. 10904 shall remain in effect for more than 1 year unless otherwise mutually agreed by the parties (49 U.S.C. 10904(f)(4)(B). Applicant will promptly provide upon request to each interested party an estimate of the subsidy required to keep the line in operation. The carrier's representative to whom inquires may be made concerning subsidy terms is: Karl Morell, Ball Janik LLP, 1455 F Street, N.W., Suite 225, Washington, D.C. 20005 (202) 638-3307.

Persons seeking further information concerning discontinuance procedures may contact the Board or refer to the full abandonment and discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis.

Because this is a discontinuance proceeding and not an abandonment, no environmental or historic documentation is required.

Appendix A

VERIFIED STATEMENT OF SCOTT T. LONG

I. Qualifications

My name is Scott T. Long. I have been employed by BNSF Railway Company ("BNSF") since 1992 and currently hold the position of Senior Manager Regulatory Cost in the Finance Department. My office address is 2500 Lou Menk Drive, Fort Worth, Texas 76131. I hold a Master of Business Administration degree from the University of Georgia. Throughout my career at BNSF, I have worked in various marketing and finance positions.

II. Introduction and Background

The BNSF rail line located between Milepost 87.60, at Cuba, and Milepost 133.42, near Buick (the "Line") was embargoed on December 2, 2002 due to environmental remediation at the Cuba Yard ordered by the State of Missouri. Even though the Line now qualifies for a notice of exemption under 49 C.F.R. § 1152.50, I am providing the following revenue and cost data based on shipments made in 2002 to demonstrate that the Line cannot be operated profitably, primarily due to the significant rehabilitation costs required to reopen the Line.

As is demonstrated below and in Exhibit 1, BNSF's operation on the Line in the Forecast Year would result in an operating loss of $262,684. As demonstrated in Exhibit 1, BNSF would have incurred an annual opportunity cost of $647,511 by continuing to operate the Line and the estimated subsidy payment is $26,926,837. Thus, continued operation of the Line would result in a substantial financial burden on BNSF.

Work Papers used to develop the avoidable costs are attached.

III Revenue and Cost Data (Exhibit 1)

Exhibit 1 provides revenue, cost and subsidy data for the Line for the Forecast and Subsidy Year beginning April 1, 2011.

During the Forecast Year, BNSF would generate the following revenues on the Line:

REVENUES

During 2002, BNSF generated gross revenues of $1,427,787 from traffic moving to and from the Line. The freight revenues generated by BNSF in 2002 were all from the 488 cars of traffic moving to and from the Line. I inflated those revenues by 3 percent per year for 9 years to arrive at the Forecast Year revenues of $1,862,938 (Line 1).[1] The Line is stub-ended and, therefore not capable of handling overhead traffic (Line 2). BNSF generates $1,240 annually in other income, mainly from leases and permits (Line 3). The total revenues that would be generated in the Forecast Year are $1,864,178 (Line 4).

AVOIDABLE COSTS

Lines 5b through 5k under On-Branch Costs represent the actual on-branch costs BNSF would incur if it reopened the Line and operated the Line at 2002 traffic levels. BNSF is utilizing normalized maintenance costs for Maintenance-of-Way and Structure ("MOW") costs (Line 5a).

BNSF will utilize $8,000 per mile, or $366,720 for Maintenance-of-Way and Structure costs (Line 5a) based on normalized maintenance levels necessary to maintain the Line in Class 1 operating conditions.

Maintenance of Equipment costs (Line 5b) include locomotive repair and maintenance and depreciation costs allocated to the Line by on-branch locomotive unit miles and locomotive hours. For the Forecast Year, locomotive repair and maintenance is $8,378 and locomotive

[1] Work Paper ("WP") 18. The revenues on line 1 reflect the inflated revenues.

depreciation is $3,181. Therefore, the total Maintenance of Equipment cost for the Forecast Year is $11,559.

Transportation costs (Line 5c) include crew wages, train inspection and lubrication, locomotive fuel and locomotive servicing. These costs are allocated to the Line based upon on-branch avoidable crew wages, locomotive hours locomotive unit miles. I calculated avoidable crew wages based on once-weekly service by a 3-man crew (engineer, conductor and brakeman). Following is a breakdown of the on-branch transportation costs of $298,511 for the Forecast Year:

Crew Wages	$49,142
Train Inspection & Lubrication	$8,820
Train Fuel	$239,453
Locomotive Servicing	$1,096
Total	$298,511

BNSF is not attributing any General and Administrative expenses (Line 5d) to the Line during the Forecast Year. BNSF is also not attributing any Deadheading, Taxi and Hotel expenses (Line 5e) to the Line during the Forecast Year. Because the Line is stub-ended, there are no costs associated with overhead movements (Line 5f).

Freight Car Costs (Line 5g) are calculated using unit costs developed in accordance with Surface Transportation Board regulations and URCS costing methodology. On-branch non-ROI freight car cost for the Forecast Year is $332,634.

Return on Value – Freight Cars (Line 5h) is based on current replacement costs for railroad-owned cars. Replacement costs for the 4 car types used on the Line range from $70,000 to $98,000 per car. Return on Value – Freight Cars for the Forecast Year is $120,516.

Return on Value – Locomotives (Line 5i) is based on a replacement cost of $100,000 per unit for 2 locomotives. Return on Value – Locomotives for the Forecast Year is $4,345.

No revenue taxes (Line 5i) are associated with BNSF's operations over the Line in the Forecast Year. Property taxes (Line 5j) associated with BNSF's operations over the Line in the Forecast Year are very minor and extremely difficult at this point in time to calculate.

Avoidable Off-Branch costs (Line 6) for traffic that either originated or terminated on the Line were computed using URCS.[2] Avoidable Off-Branch cost for the Forecast Year is $992,577.

Line 7 is the total avoidable cost incurred in operating the Line during the Forecast Year. The avoidable loss from operating the Line in the Forecast Year is $262,684.

SUBSIDIZATION COSTS

The cost of rehabilitating the Line to Class 1 standards and is $23,818,000 and cost of the additional remediation is $2,180,000 (Line 8). *See* Verified Statement of Arthur M. Charrow.

Line 9 shows the administrative costs of $18,642 BNSF would incur if operations over the Line were subsidized and consist of one percent of the total annual revenues attributable to the Line during the subsidy year. *See* 49 C.F.R. § 1152.32(k).

BNSF cannot determine at this time the amount required to obtain insurance if operations over the Line were subsidized (Line 10).

Line 11 is the total subsidy costs associated with continued operation of the Line.

Line 12 represents the valuation of the road properties consisting of working capital (On-Branch avoidable costs, less depreciation and return on value divided by 365 and multiplied by 15), income tax consequences (at a combined BNSF tax rate of 37 percent) and net liquidation value. The working capital calculation is shown in the table below:

[2] WP 2

On-Branch Avoidable Costs	$1,134,285
less Locomotive Depreciation	$3,181
less Return on Value - Freight Cars	$120,516
less Return on Value - Locomotives	$4,345
Sub-Total	$1,006,243
Working Capital (÷ 365 x 15)	$41,352

Line 13 is the nominal rate of return in 2009.

Line 14 is the return on value of $647,511.

BNSF is not applying a holding gain or loss since steel prices appear to be stable at this time.

Opportunity costs (Line 16) reflect the economic loss experienced by BNSF from forgoing a more profitable alternative use of the assets associated with the Line. Pursuant to *Abandonment Regulations – Costing*, 3 I.C.C.2d 340 (1987), the opportunity cost of road property is computed on an investment base equal to the sum of: (1) allowable working capital; (2) the net liquidation value ("NLV") of the Line; and (3) current income tax benefits (if any) resulting from abandonment.

The net salvage value of the track components of the Line is estimated to be $3,446,721. A preliminary BNSF estimate of the net value of the real estate associated with the Line is $667,968. Consequently, the Net Liquidation Value of the Line equals $4,114,689. *See* Verified Statement of Arthur M. Charrow.

Line 17 represents the avoidable loss during the Forecast Year without taking into account the rehabilitation costs of reopening the Line.

Line 18 represents the estimated Forecast Year loss without taking into account the rehabilitation costs of reopening the Line.

Line 19 represents the true economic costs to BNSF of operating the Line in the Forecast and Subsidy year.

EXHIBIT 1

BNSF RAILWAY COMPANY
Revenue and Cost Data
Cuba to Buick Rail Line
Forecast Year

Item	Forecast and Subsidy Year
Revenues Attributable to:	
1. Freight Originated and/or Terminated on Branch	$1,862,938
2. Bridge Traffic	$0
3. All Other Revenue and Income	$1,240
4. Total Attributable Revenue (sum of lines 1 through 3)	$1,864,178
Avoidable Costs for:	
5. On-Branch Costs:	
a Maintenance-of-Way and Structures	$366,720
b Maintenance-of-Equipment	$11,559
c Transportation	$298,511
d General & Administrative	$0
e Deadheading, Taxi and Hotel	$0
f Overhead Movement	$0
g Freight Car Costs (other than return)	$332,634
h Return on Value – Freight Cars	$120,516
i Return on Value – Locomotives	$4,345
j Revenue Taxes	$0
k Property Taxes	$0
Total (sum of lines 5a through 5k)	$1,134,285
6. Off-Branch Costs	
Total Off-Branch Costs:	$992,577
7. Total Avoidable Costs (sum of lines 5 and 6)	$2,126,862
Avoidable Gain or (Loss) from Operations (line 4 – line 7)	($262,684)

BNSF RAILWAY COMPANY
Revenue and Cost Data
Cuba to Buick Rail Line
Forecast Year

Item	Forecast and Subsidy Year
Subsidization Costs For	
8. Rehabilitation	$25,998,000
9. Administrative Costs (Subsidy Year only)	$18,642
10. Casualty Reserve Account	$0
11. Total Subsidization Cost (Subsidy Year only) (sum of lines 8 through 10)	$26,016,642
12. Valuation of Road Property	
a. Working Capital	$41,352
b. Income Tax Consequences	$0
c. Net Liquidation Value	$4,114,689
d. Valuation of Property (sum of lines 12a through 12c)	$4,156,041
13. Nominal Rate of Return	15.58%
14. Nominal Return on Value (line 12d x line 13)	$647,511
15. Holding Gain (Loss)	$0
16. Total Return on Value - Opportunity Cost (line 14 - line 15)	$647,511
17. Avoidable Gain or (Loss) from Operations (line 4 - line 7)	($262,684)
18. Estimated Forecast Year Loss (line 4 - lines 7 and 16)	($910,195)
19. Estimated Subsidy Payment (line 4 - lines 7, 11 and 16)	($26,926,837)

STATE OF TEXAS)

) **ss.**

TARRANT COUNTY)

I, Scott T. Long, being duly sworn depose and state that I am Senior Manager Regulatory Cost for BNSF Railway Company, that I am authorized to make this verification, and that I have read the foregoing document and know the facts asserted therein are true and accurate as stated to the best of my knowledge, information, and belief.

Scott T. Long

SUBSCRIBED AND SWORN TO before me this 28th day of April, 2011.

My Commission Expires: 12/16/14

Notary Public

SUSAN DIANNE THOMPSON
Notary Public, State of Texas
My Commission Expires
December 16, 2014

WORKPAPERS

Summary

Group	Line	Sub	Item	Own	Source/Formula	Base Year Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered	Total	Forecast Year Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered	Total
Revenue	1		Freight Orig or Term On-Branch		Inputs L1	$0	$0	$0	$0	$0	$164,641	$90,172	$389,809	$1,218,316	$1,862,938
	2		Bridge Traffic		Inputs L2	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	3		All Other							$0					$1,240
	4		Total Revenue		L1 + L2 + L3	$0	$0	$0	$0	$0	$164,641	$90,172	$389,809	$1,218,316	$1,864,178
On-Branch Avoidable Costs	5A		Maintenance of Way & Structures		45.84 mi x $8,000					$0					$366,720
	5B	1	Locomotive Repair & Maintenance		Loco L1N					$0					$8,378
		2	Locomotive Depreciation		Loco L2Z					$0					$3,181
		Total								$0					$11,559
	5C	1	Crew Wages		Loco L8F					$0					$49,142
		2	Train Inspection & Lubrication		Loco L4I					$0					$8,820
		3	Train Fuel		Loco L5C					$0					$239,453
		4	Locomotive Servicing		Loco L6F					$0					$1,096
		Total								$0					$298,511
	5D		General & Administrative		none					$0					$0
	5E		Deadheading, Taxi & Hotel		none					$0					$0
	5F		Overhead Movement		none					$0					$0
	5G	1	Non-ROI Per Diem Cost	RR	Workpaper L3	$0	$0	$0	$0	$0	$35,685	$221,306	$41,191	$24,472	$322,654
		2	Non-ROI Per Diem Cost	PV	Workpaper L8	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
		3	Non-ROI Mileage Cost	RR	Workpaper L4	$0	$0	$0	$0	$0	$928	$938	$1,098	$465	$3,429
		4	Non-ROI Mileage Cost	PV	Workpaper L9	$0	$0	$0	$0	$0	$2,962	$3,407	$1	$181	$6,551
		Total				$0	$0	$0	$0	$0	$39,575	$225,652	$42,290	$25,117	$332,634
	5H		Freight Car ROI Cost	RR	Workpaper L12	$0	$0	$0	$0	$0	$41,268	($1,131)	$36,071	$44,307	$120,516
	5I		Locomotive ROI Cost		Loco L9O					$0					$4,345
	5J		Revenue Tax		none					$0					$0
	5K		Property Tax		none					$0					$0
	5L		Total On-Branch Cost		Sum Lines 5A-5K					$0					$1,134,285

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Summary

Group	Line	Sub	Item	Own	Source/Formula	Base Year Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered	Total	Forecast Year Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered	Total
Off-Branch Avoidable Costs	6A	1	Non-ROI Modified Terminal Costs	RR	Workpaper L14	$0	$0	$0	$0	$0	$9,404	$22,237	$14,362	$0	$46,003
		2	Non-ROI Modified Terminal Costs	PV	Workpaper L26	$0	$0	$0	$0	$0	$0	$0	$0	$5,697	$5,697
		3	Non-ROI Regular Terminal Costs	RR	Workpaper L16	$0	$0	$0	$0	$0	$951	$1,089	$327	$0	$2,367
		4	Non-ROI Regular Terminal Costs	PV	Workpaper L28	$0	$0	$0	$0	$0	$0	$0	$0	$10,475	$10,475
		5	Non-ROI I/C Terminal	RR	Workpaper L19	$0	$0	$0	$0	$0	$7,413	$16,335	$12,004	$0	$35,752
		6	Non-ROI I/C Terminal	PV	Workpaper L31	$0	$0	$0	$0	$0	$0	$0	$0	$2,214	$2,214
		7	Non-ROI Car Mile Cost	RR	Workpaper L21	$0	$0	$0	$0	$0	$27,471	$45,772	$54,291	$0	$127,534
		8	Non-ROI Car Mile Cost	PV	Workpaper L33	$0	$0	$0	$0	$0	$0	$0	$0	$127,192	$127,192
		9	Non-ROI Ton Mile Cost	RR	Workpaper L23	$0	$0	$0	$0	$0	$26,107	$18,657	$48,144	$0	$92,907
		10	Non-ROI Ton Mile Cost	PV	Workpaper L35	$0	$0	$0	$0	$0	$0	$0	$0	$220,825	$220,825
		11	ROI Ton Mile Cost	RR	Workpaper L46	$0	$0	$0	$0	$0	$5,127	$3,664	$9,456	$0	$18,248
		12	ROI Ton Mile Cost	PV	Workpaper L57	$0	$0	$0	$0	$0	$0	$0	$0	$43,343	$43,343
		13	Loss & Damage		Loss & Damage					$0					$3,090
		Total	Off-Br Cost Excl Freight Car ROI			$0	$0	$0	$0	$0	$76,473	$107,754	$138,584	$409,747	$735,647
	6B	1	ROI Modified Terminal Costs	RR	Workpaper L38	$0	$0	$0	$0	$0	$8,456	$114	$10,277	$0	$18,846
		2	ROI Modified Terminal Costs	PV	Workpaper L49	$0	$0	$0	$0	$0	$0	$0	$0	$1,338	$1,338
		3	ROI Regular Terminal Costs	RR	Workpaper L40	$0	$0	$0	$0	$0	$738	$35	$210	$0	$983
		4	ROI Regular Terminal Costs	PV	Workpaper L51	$0	$0	$0	$0	$0	$0	$0	$0	$3,674	$3,674
		5	ROI I/C Terminal	RR	Workpaper L42	$0	$0	$0	$0	$0	$6,484	$380	$8,478	$0	$15,342
		6	ROI I/C Terminal	PV	Workpaper L53	$0	$0	$0	$0	$0	$0	$0	$0	$895	$895
		7	ROI Car Mile Cost	RR	Workpaper L44	$0	$0	$0	$0	$0	$9,301	$2,845	$16,149	$0	$28,295
		8	ROI Car Mile Cost	PV	Workpaper L55	$0	$0	$0	$0	$0	$0	$0	$0	$27,365	$27,365
		Total	Off-Branch Freight Car ROI Cost			$0	$0	$0	$0	$0	$24,979	$3,373	$35,115	$33,272	$96,738
	6C		URCS Multiple Car Adjustment		none	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	6D		Make-Whole Adjustment		MWA L53	$0	$0	$0	$0	$0	$30,988	$12,991	$35,645	$80,567	$160,192
	6E		Total Off-Branch Cost		Sum Lines 6A-6D	$0	$0	$0	$0	$0	$132,440	$124,118	$209,344	$523,586	$992,577
On + Off	7		Total Avoidable Costs		L5L + L6E	$0	$0	$0	$0	$0	$132,440	$124,118	$209,344	$523,586	$2,126,862

Workpaper

Group	Line	Item	Own	Source/Formula	Base Year Car Type 1 Box-Equipped	Base Year Car Type 2 Box-Plain	Base Year Car Type 3 Gondola-Equipped	Base Year Car Type 4 Hopper-Covered	Forecast Year Car Type 1 Box-Equipped	Forecast Year Car Type 2 Box-Plain	Forecast Year Car Type 3 Gondola-Equipped	Forecast Year Car Type 4 Hopper-Covered
On-Branch	1	Non-ROI Freight Car Cost per Car Day	RR	Freight Car L16	$20 25191	$124.84509	$23.29468	$13.87251	$20.55611	$127.48039	$23.72776	$14 09649
Non-ROI Cost	2	Non-ROI Freight Car Cost per Car Mile	RR	Freight Car L19	$0 09588	$0.09633	$0.11351	$0 04815	$0 09727	$0.09837	$0 11512	$0 04872
RR Owned	3	Total Non-ROI Car Day Costs	RR	L1 x Inputs L36	$0	$0	$0	$0	$35,685	$221,306	$41,191	$24,472
	4	Total Non-ROI Car Mile Costs	RR	L2 x Inputs L37	$0	$0	$0	$0	$928	$938	$1,098	$465
	5	Total Non-ROI Car Costs	RR	L3 + L4	$0	$0	$0	$0	$36,613	$222,244	$42,289	$24,936
On-Branch	6	Non-ROI Freight Car Cost per Car Day	PV		$0 00000	$0 00000	$0.00000	$0.00000	$0 00000	$0 00000	$0 00000	$0 00000
Non-ROI Cost	7	Non-ROI Freight Car Cost per Car Mile	PV	Freight Car L20E	$0 28496	$0 32782	$0.00009	$0.01742	$0.29107	$0.33485	$0.00009	$0 01779
PV Owned	8	Total Non-ROI Car Day Costs	PV	L6 x Inputs L38	$0	$0	$0	$0	$0	$0	$0	$0
	9	Total Non-ROI Car Mile Costs	PV	L7 x Inputs L39	$0	$0	$0	$0	$2,962	$3,407	$1	$181
	10	Total Non-ROI Car Costs	PV	L8 + L9	$0	$0	$0	$0	$2,962	$3,407	$1	$181
On-Branch	11	ROI Cost per Car Day	RR	Freight Car L12I (B) or L12N (F)	$26 30461	($0.72085)	$22.99207	$28.24171	$23.77207	($0.65145)	$20.77846	$25 52267
ROI Cost	12	Total ROI Car Costs	RR	L11 x Inputs L36	$0	$0	$0	$0	$41,268	($1,131)	$36,071	$44,307
RR Owned												
Off-Branch	13	Modified Terminal: Non-ROI	RR	Freight Car L22O	$99 48295	$506.44047	$125 82552	$80.83636	$101 11808	$517.13847	$128 23216	$82 26322
Non-ROI Cost	14	Total Non-ROI Off-Branch Modified Terminal Costs	RR	L13 x Inputs L3	$0 00	$0 00	$0 00	$0.00	$9,403 98	$22,236.95	$14,362.00	$0 00
RR Owned	15	Normal Terminal Non-ROI	RR	Freight Car L23F	$133.45142	$533 43692	$160 19666	$120 30206	$135 81705	$544 71617	$163.35028	$122.57034
	16	Total Non-ROI Off-Branch Normal Terminal Costs	RR	L15 x Inputs L4	$0 00	$0 00	$0 00	$0.00	$950 72	$1,089 43	$326 70	$0 00
	17	Carloads Interchanged	RR	Inputs L3 - Inputs L4	-	-	-	-	86	41	110	-
	18	I/C Terminal Non-ROI	RR	Freight Car L24E	$84.75500	$390 16049	$107.05251	$72 32700	$86 19884	$398 40549	$109 12945	$73 64802
	19	Total Non-ROI Off-Branch I/C Terminal Costs	RR	L17 x L18	$0.00	$0 00	$0 00	$0 00	$7,413.10	$16,334.63	$12,004 24	$0 00
	20	Cost per Car Mile Non-ROI	RR	Freight Car L26G	$0 41885	$1 32585	$0.54759	$0.29431	$0.92566	$1.83272	$1 08535	$0.77320
	21	Total Non-ROI Off-Branch Car Mile Costs	RR	L20 x Inputs L6	$0.00	$0.00	$0.00	$0 00	$27,471.23	$45,771.56	$54,291.19	$0.00
	22	Cost per Gross Ton Mile Non-ROI	RR	Freight Car L25J	$0 00000	$0.00000	$0 00000	$0.00000	$0 00766	$0 00766	$0.00766	$0 00767
	23	Total Non-ROI Off-Branch GTM Cost	RR	L22 x Inputs L7	$0.00	$0.00	$0.00	$0 00	$26,107 12	$18,656 72	$48,143.61	$0.00
	24	Total Non-ROI. Off-Branch Costs	RR	L14 + L16 + L19 + L21 + L23	$0 00	$0.00	$0 00	$0 00	$71,346 15	$104,089 29	$129,127.75	$0.00
Off-Branch	25	Modified Terminal: Non-ROI	PV	Freight Car L27	$19.12182	$19 68740	$23.39010	$23 24025	$19 53184	$20 10954	$23 89164	$23 73858
Non-ROI Cost	26	Total Non-ROI Off-Branch Modified Terminal Costs	PV	L25 x Inputs L8	$0 00	$0 00	$0.00	$0 00	$0.00	$0 00	$0 00	$5,697 26
PV Owned	27	Normal Terminal Non-ROI	PV	Freight Car L28	$56.08263	$56 08263	$61 40872	$61.40872	$57.28517	$57 28517	$62 72546	$62 72546
	28	Total Non-ROI Off-Branch Normal Terminal Costs	PV	L27 x Inputs L9	$0.00	$0 00	$0 00	$0 00	$0.00	$0 00	$0 00	$10,475.15
	29	Carloads Interchanged	PV	Inputs L8 - Inputs L9	-	-	-	-	-	-	-	73
	30	I/C Terminal Non-ROI	PV	Freight Car L29	$20.62961	$21.87388	$30 01983	$29 69015	$21 07196	$22 34291	$30.66352	$30 32678
	31	Total Non-ROI Off-Branch I/C Terminal Costs	PV	L29 x L30	$0.00	$0 00	$0 00	$0.00	$0.00	$0 00	$0 00	$2,213 85
	32	Cost per Car Mile Non-ROI	PV	Freight Car L30	$0.33184	$0 37753	$0 06832	$0 08490	$0.72868	$0.77703	$0 59278	$0 57491
	33	Total Non-ROI Off-Branch Car Mile Costs	PV	L32 x Inputs L11	$0 00	$0.00	$0 00	$0 00	$0 00	$0.00	$0 00	$127,192.39
	34	Cost per Gross Ton Mile: Non-ROI	PV	Freight Car L25J	$0 00000	$0 00000	$0 00000	$0.00000	$0 00766	$0 00766	$0 00766	$0 00767
	35	Total Non-ROI Off-Branch GTM Cost	PV	L34 x Inputs L12	$0.00	$0.00	$0.00	$0 00	$0 00	$0 00	$0 00	$220,825 34
	36	Total Non-ROI: Off-Branch Costs	PV	L26 + L28 + L31 + L33 + L35	$0.00	$0.00	$0 00	$0 00	$0 00	$0 00	$0.00	$366,404 00
Off-Branch	37	Modified Terminal: ROI	RR	Freight Car L31C	$100 07636	$2 39000	$100 92606	$116 83376	$90 91987	$2 64360	$91 75744	$105.92587
ROI Cost	38	Total ROI Off-Branch Modified Terminal Costs	RR	L37 x Inputs L3	$0.00	$0 00	$0.00	$0 00	$8,455 55	$113.67	$10,276 83	$0.00
RR Owned	39	Normal Terminal ROI	RR	Freight Car L32B	$114.49514	$17 20351	$113 96670	$134 96523	$105.37801	$17.45336	$105.11224	$124.08909
	40	Total ROI Off-Branch Normal Terminal Costs	RR	L39 x Inputs L4	$0.00	$0.00	$0 00	$0 00	$737 65	$34 91	$210 22	$0 00
	41	I/C Terminal ROI	RR	Freight Car L33B	$82 26523	$9.07741	$83.95190	$95.32638	$75 39786	$9.26761	$77 07544	$87 29546
	42	Total ROI Off-Branch I/C Terminal Costs	RR	L17 x L41	$0 00	$0 00	$0 00	$0.00	$6,484 22	$379.97	$8,478 30	$0.00
	43	Car Mile Cost ROI	RR	Freight Car L35B	$0.00000	$0 00000	$0 00000	$0 00000	$0.31341	$0 11390	$0 32285	$0.34272
	44	Total ROI Off-Branch Car Mile Costs	RR	L43 x Inputs L6	$0.00	$0.00	$0 00	$0 00	$9,301.15	$2,844 60	$16,149.45	$0.00
	45	Cost per Gross Ton Mile: ROI	RR	Freight Car L34D	$0 00000	$0.00000	$0.00000	$0.00000	$0 00151	$0 00151	$0 00151	$0 00151
	46	Total ROI Off-Branch Ton Mile Costs	RR	L45 x Inputs L7	$0 00	$0.00	$0 00	$0.00	$5,126 91	$3,664 38	$9,456 31	$0 00
	47	Total ROI: Off-Branch Costs	RR	L38 + L40 + L42 + L44 + L46	$0.00	$0.00	$0 00	$0.00	$30,105.46	$7,037.53	$44,571 12	$0.00

Workpaper Group	Line	Item	Own	Source/Formula	Base Year Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered	Forecast Year Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered
Off-Branch	48	Modified Terminal ROI	PV	Freight Car L36	$3.87303	$4 10663	$5.63597	$5.57407	$3 87303	$4 10663	$5.63597	$5 57407
ROI Cost	49	Total ROI Off-Branch Modified Terminal Costs	PV	L48 x Inputs L8	$0 00	$0.00	$0.00	$0 00	$0.00	$0 00	$0 00	$1,337 78
RR Owned	50	Normal Terminal ROI	PV	Freight Car L37	$19.79856	$19 79856	$21 99840	$21.99840	$19 79856	$19 79856	$21.99840	$21.99840
	51	Total ROI Off-Branch Normal Terminal Costs	PV	L50 x Inputs L9	$0 00	$0.00	$0 00	$0 00	$0 00	$0 00	$0 00	$3,673 73
	52	I/C Terminal: ROI	PV	Freight Car L38	$8.52067	$9.03459	$12 39912	$12.26296	$8 52067	$9.03459	$12.39912	$12 26296
	53	Total ROI Off-Branch I/C Terminal Costs	PV	L29 x L52	$0.00	$0 00	$0 00	$0 00	$0.00	$0 00	$0 00	$895 20
	54	Car Mile Cost ROI	PV	Freight Car L40	$0.00000	$0.00000	$0.00000	$0.00000	$0 09590	$0 09741	$0.13091	$0 12369
	55	Total ROI Off-Branch Car Mile Costs	PV	L54 x Inputs L11	$0 00	$0.00	$0 00	$0 00	$0.00	$0 00	$0 00	$27,365.21
	56	Cost per Gross Ton Mile: ROI	PV	Freight Car L39	$0.00000	$0.00000	$0 00000	$0.00000	$0.00151	$0.00151	$0.00151	$0 00151
	57	Total ROI Off-Branch Ton Mile Costs	PV	L56 x Inputs L12	$0 00	$0.00	$0 00	$0.00	$0.00	$0 00	$0 00	$43,342.64
	58	Total ROI Off-Branch Costs	PV	L49 + L51 + L53 + L55 + L57	$0.00	$0.00	$0 00	$0 00	$0.00	$0.00	$0 00	$76,614.56

Loco

Line	Item	Source/Formula	Base Year	Forecast Year
1A	Loco Repair & Maintenance - Salaries & Wages	R1 S410 L202 CB x 1000	$153,006,000	$153,006,000
1B	Loco Repair & Maintenance - Fringe Benefits	R1 S410 L205 CF x 1000	$68,851,000	$68,851,000
1C	Total Locomotives - Salaries & Wages	R1 S410 L219 CB x 1000	$163,881,000	$163,881,000
1D	Repair & Maintenance Fringe Benefits	L1A x L1B / L1C	$64,282,108	$64,282,108
1E	Road Locomotive Repairs	R1 S415 L2 CB x 1000	$534,098,000	$534,098,000
1F	Total Locomotive Repairs	R1 S415 L5 CB x 1000	$562,208,000	$562,208,000
1G	Road Repair & Maintenance %	L1E / L1F	95.00%	95.00%
1H	Loco Repair & Maintenance - Total	R1 S410 L202 CF x 1000	$653,611,000	$653,611,000
1I	Road Locomotive GTMs	R1 S755 L98 CB x 1000	93,512,817,000	93,512,817,000
1J	Cost per Loco GTM	(L1H + L1D) x L1G / L1I	$0.00729	$0.00729
1K	On-Branch Loco Unit Miles	Inputs L29	-	8,819
1L	On-Branch Loco GTMs	L1K x 126 Tons	-	1,111,219
1M	Unindexed On-Branch Loco Repair & Maintenance	L1J x L1L	$0	$8,104
1N	Indexed On-Branch Loco Repair & Maintenance	L1M x Indices: R1	$0	$8,378
2A	Road Loco Depreciation - Owned	R1 S415 L2 CC x 1000	$206,243,000	$206,243,000
2B	Road Loco Depreciation - Capitalized Lease	R1 S415 L2 CD x 1000	$85,735,000	$85,735,000
2C	Booked Depreciation	L2A + L2B	$291,978,000	$291,978,000
2D	Road Loco Investment Base - Owned	R1 S415 L2 CG x 1000	$2,878,004,000	$2,878,004,000
2E	Road Loco Investment Base - Capitalized Lease	R1 S415 L2 CH x 1000	$1,733,630,000	$1,733,630,000
2F	Base Cost	L2D + L2E	$4,611,634,000	$4,611,634,000
2G	Depreciation Rate	L2C / L2F	6.33%	6.33%
2H	Annual Depreciation	L2G x Inputs L30	$0	$6,331
2I	Loco Unit Miles	R1 S755 L11 CB	456,832,789	456,832,789
2J	Train Miles - Running	R1 S755 L5 CB	139,637,577	139,637,577
2K	Locomotives per Train	L2I / L2J	3.27	3.27
2L	Train Hours - Road	R1 S755 L115 CB	6,681,356	6,681,356
2M	Train Hours - Train Switching	R1 S755 L116 CB	217,558	217,558
2N	Train Hours - Running	L2L - L2M	6,463,798	6,463,798
2O	Loco Hours - Running	L2K x L2N	21,146,707	21,146,707
2P	Loco Unit Miles - Train Switching	R1 S755 L12 CB	3,461,632	3,461,632
2Q	Average Switching Speed	Inputs L31	-	6
2R	Loco Hours - Switching	L2P / L2Q	-	576,939
2S	Total Loco Hours	L2O + L2R	21,146,707	21,723,645
2T	Locomotives in Service - Beginning of Year	R1 S710 L5 CB	6,435	6,435
2U	Locomotives in Service - End of Year	R1 S710 L5 CJ	6,685	6,685
2V	Average Locomotives in Service	(L2T + L2U) / 2	6,560	6,560
2W	Average Hours per Locomotive	L2S / L2V	3,224	3,312
2X	Depreciation per Hour	L2H / L2W	$0.00000	$1.91191
2Y	On-Branch Loco Hours	Inputs L32 x Inputs L33	-	1,664
2Z	On-Branch Loco Depreciation	L2X x L2Y	$0	$3,181

Loco

Line	Item	Source/Formula	Base Year	Forecast Year
3	Maintenance of Equipment	L1N + L2Z	$0	$11,559
4A	Train Inspection & Lubrication - Salaries & Wages	R1 S410 L408 CB x 1000	$52,215,000	$52,215,000
4B	Train Operations - Fringe Benefits	R1 S410 L414 CF x 1000	$416,123,000	$416,123,000
4C	Train Operations - Salaries & Wages	R1 S410 L419 CB x 1000	$1,174,260,000	$1,174,260,000
4D	Train Inspection & Lubrication - Fringe Benefits	L4A x L4B / L4C	$18,503,451	$18,503,451
4E	Train Crews - Materials/Supplies/Fuel/Lubricants	R1 S410 L403 CC x 1000	$31,000	$31,000
4F	Train Inspection & Lubrication - Total Expense	R1 S410 L408 CF x 1000	$52,215,000	$52,215,000
4G	Loco Inspection/Lubrication/Supplies - Unit Cost	(L4D + L4E + L4F) / (L2L + L2M)	$10.25516	$10.25516
4H	Unindexed On-Branch Loco Inspection/Lubrication/Supplies	L4G x Inputs L32	$0	$8,532
4I	Indexed On-Branch Loco Inspection/Lubrication/Supplies	L4H x Indices: R1	$0	$8,820
5A	Fuel Cost per Loco Hour	Inputs L34	$0.00000	$55.60000
5B	Indexed Fuel Cost per Loco Hour	L5A x Indices: Fuel	$0.00000	$143.90214
5C	Locomotive Fuel	L5B x L2Y	$0	$239,453
6A	Loco Servicing - Salaries & Wages	R1 S410 L411 CB x 1000	$46,118,000	$46,118,000
6B	Loco Servicing - Fringe Benefits	L6A x L4B / L4C	$16,342,855	$16,342,855
6C	Loco Servicing - Total Expense	R1 S410 L411 CF x 1000	$38,579,000	$38,579,000
6D	Loco Servicing - Unit Cost	(L6B + L6C) / L2I	$0.12022	$0.12022
6E	Unindexed On-Branch Loco Servicing	L6D x L1K	$0	$1,060
6F	Indexed On-Branch Loco Servicing	L6E x Indices: R1	$0	$1,096
7	Transportation Excluding Crew Wages	L4I + L5C + L6F	$0	$249,369
8A	Train Operations - Fringe Benefits	R1 S410 L414 CF x 1000	$416,123,000	$416,123,000
8B	Train Operations - Salaries & Wages	R1 S410 L419 CB x 1000	$1,174,260,000	$1,174,260,000
8C	Train Operations - Fringe Benefits Ratio	L8A / L8B	35.44%	35.44%
8D	On-Branch Crew Wages	Inputs L35	$0	$35,100
8E	Unindexed On-Branch Crew Wages with Fringe Benefits	(1 + L8C) x L8D	$0	$47,538
8F	Indexed On-Branch Crew Wages with Fringe Benefits	L8E x Indices: R1	$0	$49,142
9A	Road Loco Accumulated Depreciation - Owned	R1 S415 L2 CI x 1000	$1,192,967,000	$1,192,967,000
9B	Road Loco Accumulated Depreciation - Capitalized Leases	R1 S415 L2 CJ x 1000	$586,403,000	$586,403,000
9C	Accumulated Book Depreciation	L9A + L9B	$1,779,370,000	$1,779,370,000
9D	Undepreciated Book Value	L2F - L9C	$2,832,264,000	$2,832,264,000
9E	Undepreciated Book Ratio	L9D / L2F	61.42%	61.42%
9F	Undepreciated Replacement Value	L9E x Inputs L30	$0	$61,416
9G	Current Cost of Capital	CofC L3	15.58%	15.58%
9H	Locomotive ROI	L9F x L9G	$0	$9,569
9I	Replacement ROI per Loco Hour	L9H / L2W	$0.00000	$2.88947
9J	Undepreciated Replacement Value	L9E x Inputs L30		$61,416

Loco

Line	Item	Source/Formula	Base Year	Forecast Year
9K	Holding Gain Rate	CofC L7		1.50%
9L	Annual Holding Gain (Loss)	L9J x L9K		$921
9M	Holding Gain per Loco Hour	L9L / L2W		$0.27819
9N	Net ROI per Loco Hour	L9I - L9M	$0.00000	$2.61128
9O	On-Branch Locomotive ROI	L9N x L2Y	$0	$4,345

Freight Car				Base Year				Forecast Year			
Line	Item	Own	Source/Formula	Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered	Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered
1A	Units in Service - Beginning of Year	RR	R1 S710 L36-51 CB	6,123	5	6,559	35,381	6,123	5	6,559	35,381
1B	Units In Service - End of Year	RR	R1 S710 L36-51 CK	5,472	4	5,688	33,878	5,472	4	5,688	33,878
1C	Units Leased to Others - End of Year	RR	R1 S710 L36-51 CN	-	-	-	-	-	-	-	-
1D	Average Freight Car Ownership	RR	(L1A + L1B) / 2 + L1C	5,798	5	6,124	34,630	5,798	5	6,124	34,630
2	Equivalent Car Days	RR	L1D x 346 Days	2,005,935	1,557	2,118,731	11,981,807	2,005,935	1,557	2,118,731	11,981,807
3	Car Days on Foreign Lines	RR	Car Days Report	63,280	-	40,951	206,392	63,280	-	40,951	206,392
4	Foreign Car Days on Home Line	RR	Car Days Report	117,579	12,405	42,394	114,803	117,579	12,405	42,394	114,803
5	Total System Car Days On-Line	RR	L2 - L3 + L4	2,060,234	13,962	2,120,173	11,890,218	2,060,234	13,962	2,120,173	11,890,218
6	Total Loaded Car Miles	RR	R1 S755 L15-28 CB x 1000	148,635,000	8,668,000	55,479,000	640,839,000	148,635,000	8,668,000	55,479,000	640,839,000
7	Total Empty Car Miles	RR	R1 S755 L31-44 CB x 1000	120,063,000	7,169,000	59,416,000	621,014,000	120,063,000	7,169,000	59,416,000	621,014,000
8	Total Car Miles	RR	L6 + L7	268,698,000	15,837,000	114,895,000	1,261,853,000	268,698,000	15,837,000	114,895,000	1,261,853,000
9A	Repair Cost - Indexed	RR	R1 S415 L6-19 CB x 1000 x Indices: R1	$19,892,589	$1,199,263	$12,329,641	$83,270,363	$20,319,132	$1,224,978	$12,594,017	$85,055,872
9B	Applicable Repair Amount - Time or Miles	RR	L9A x 50%	$9,946,295	$599,632	$6,164,820	$41,635,182	$10,159,566	$612,489	$6,297,008	$42,527,936
10A	Current Cost per Car	RR	Estimated Replacement Cost at Year End	$98,000	$89,000	$70,000	$74,000	$98,000	$89,000	$70,000	$74,000
10B	Total Current Value (Replacement Cost)	RR	L1D x L10A	$568,155,000	$400,500	$428,645,000	$2,562,583,000	$568,155,000	$400,500	$428,645,000	$2,562,583,000
11A	Depreciation: Owned	RR	R1 S415 L6-19 CC x 1000	$3,814,000	$14,000	$2,932,000	$10,026,000	$3,814,000	$14,000	$2,932,000	$10,026,000
11B	Depreciation: Capitalized Lease	RR	R1 S415 L6-19 CD x 1000	$0	$0	$0	$3,615,000	$0	$0	$0	$3,615,000
11C	Booked Depreciation	RR	L11A + L11B	$3,814,000	$14,000	$2,932,000	$13,641,000	$3,814,000	$14,000	$2,932,000	$13,641,000
11D	Investment Base as of 12/31: Owned	RR	R1 S415 L6-19 CG x 1000	$104,046,000	$124,000	$114,828,000	$372,493,000	$104,046,000	$124,000	$114,828,000	$372,493,000
11E	Investment Base as of 12/31: Capitalized Lease	RR	R1 S415 L6-19 CH x 1000	$0	$0	$0	$142,276,000	$0	$0	$0	$142,276,000
11F	Booked Base Depreciation	RR	L11D + L11E	$104,046,000	$124,000	$114,828,000	$514,769,000	$104,046,000	$124,000	$114,828,000	$514,769,000
11G	Composite Depreciation Rate	RR	L11C / L11F	3.67%	11.29%	2.55%	2.65%	3.67%	11.29%	2 55%	2.65%
11H	Annual Depreciation (at Replacement)	RR	L10B x L11G	$20,826,780	$45,218	$10,944,954	$67,906,565	$20,826,780	$45,218	$10,944,954	$67,906,565
12A	Accumulated Depreciation as of 12/31: Owned	RR	R1 S415 L6-19 CI x 1000	$40,346,000	$144,000	$31,011,000	$75,200,000	$40,346,000	$144,000	$31,011,000	$75,200,000
12B	Accumulated Depreciation as of 12/31: Capitalized Lease	RR	R1 S415 L6-19 CJ x 1000	$0	$0	$0	$6,609,000	$0	$0	$0	$6,609,000
12C	Accumulated Book Depreciation	RR	L12A + L12B	$40,346,000	$144,000	$31,011,000	$81,809,000	$40,346,000	$144,000	$31,011,000	$81,809,000
12D	Undepreciated Book Value	RR	L11F - L12C	$63,700,000	($20,000)	$83,817,000	$432,960,000	$63,700,000	($20,000)	$83,817,000	$432,960,000
12E	Undepreciated Book Ratio	RR	L12D / L11F	61.22%	-16.13%	72.99%	84.11%	61.22%	-16.13%	72.99%	84.11%
12F	Net Current Value	RR	L10B x L12E	$347,841,085	($64,597)	$312,883,077	$2,155,327,799	$347,841,085	($64,597)	$312,883,077	$2,155,327,799
12G	Nominal Cost of Capital	RR	CofC L3	15.58%	15.58%	15.58%	15.58%	15.58%	15.58%	15.58%	15.58%

Freight Car				Base Year				Forecast Year			
				Car Type 1	Car Type 2	Car Type 3 Gondola-	Car Type 4	Car Type 1	Car Type 2	Car Type 3 Gondola-	Car Type 4
Line	Item	Own	Source/Formula	Box-Equipped	Box-Plain	Equipped	Hopper-Covered	Box-Equipped	Box-Plain	Equipped	Hopper-Covered
12H	Nominal Return on Investment	RR	L12F x L12G	$54,193,641	($10,064)	$48,747,183	$335,800,071	$54,193,641	($10,064)	$48,747,183	$335,800,071
12I	ROI Cost per Car Day (w/o Holding Gain)	RR	L12H / L5	$26.30461	($0.72085)	$22.99207	$28 24171	$26.30461	($0.72085)	$22.99207	$28.24171
12J	Net Current Value	RR	L10B x L12E	$347,841,085	($64,597)	$312,883,077	$2,155,327,799	$347,841,085	($64,597)	$312,883,077	$2,155,327,799
12K	Holding Gain: Rate - Deflator	RR	CofC L7	0.00%	0.00%	0.00%	0.00%	1.50%	1.50%	1.50%	1.50%
12L	Holding Gain on Investment	RR	L12J x L12K	$0	$0	$0	$0	$5,217,616	($969)	$4,693,246	$32,329,917
12M	Holding Gain per Car Day	RR	L12L / L5	$0.00000	$0.00000	$0.00000	$0.00000	$2.53254	($0.06940)	$2.21361	$2.71903
12N	ROI Cost per Car Day (w/Holding Gain)	RR	L12I - L12M	$26.30461	($0.72085)	$22.99207	$28.24171	$23.77207	($0.65145)	$20.77846	$25.52267
13	Applicable Depreciation Amount: Time	RR	L11H x 60%	$12,496,068	$27,131	$6,566,972	$40,743,939	$12,496,068	$27,131	$6,566,972	$40,743,939
14A	Per Diem Payments - Indexed	RR	R1 S414 L1-16 CG x 1000 x Indices: R1	$12,430,844	$1,117,288	$3,200,059	$8,632,671	$12,697,390	$1,141,246	$3,268,676	$8,817,776
14B	Per Diem Receipts - Indexed	RR	R1 S414 L1-16 CD x 1000 x Indices: R1	$4,516,719	$1,012	$2,350,961	$14,311,208	$4,613,568	$1,034	$2,401,371	$14,618,073
14C	Lease & Rentals Net - Indexed	RR	R1 S415 L6-19 CF x 1000 x Indices: R1	$11,367,194	$0	$35,807,875	$88,246,546	$11,610,933	$0	$36,575,679	$90,138,756
15	Total Cost per Car: Time	RR	L9B + L13 + L14A + L14C - L14B	$41,723,682	$1,743,039	$49,388,767	$164,947,130	$42,350,390	$1,779,832	$50,306,965	$167,610,333
16	Non-ROI Cost per Car Day	RR	L15 / L5	$20.25191	$124.84509	$23.29468	$13.87251	$20.55611	$127.48039	$23.72776	$14.09649
17A	Applicable Depreciation Amount: Miles	RR	L11H x 40%	$8,330,712	$18,087	$4,377,981	$27,162,626	$8,330,712	$18,087	$4,377,981	$27,162,626
17B	Mileage Payments - Indexed	RR	R1 S414 L1-16 CF x 1000 x Indices: R1	$10,056,607	$907,797	$3,684,825	$4,579,465	$10,272,244	$927,262	$3,763,836	$4,677,659
17C	Mileage Receipts - Indexed	RR	R1 S414 L1-16 CC x 1000 x Indices: R1	$2,571,585	$0	$1,186,107	$12,622,119	$2,626,725	$0	$1,211,540	$12,892,767
18	Total Mileage Cost	RR	L9B + L17A + L17B - L17C	$25,762,029	$1,525,515	$13,041,520	$60,755,154	$26,135,796	$1,557,838	$13,227,286	$61,475,455
19	Non-ROI Cost per Car Mile	RR	L18 / L8	$0.09588	$0.09633	$0.11351	$0.04815	$0.09727	$0.09837	$0.11512	$0.04872
20A	Total Mileage Payments - Indexed	PV	R1 S414 L1-16 CE x 1000 x Indices: R1	$11,200,208	$1,415,839	$2,024	$13,278,931	$11,440,366	$1,446,198	$2,067	$13,563,662
20B	Private Loaded Car Miles	PV	R1 S755 L47-62 CB x 1000	27,906,000	2,892,000	11,010,000	376,066,000	27,906,000	2,892,000	11,010,000	376,066,000
20C	Private Empty Car Miles	PV	R1 S755 L65-80 CB x 1000	11,399,000	1,427,000	11,556,000	386,251,000	11,399,000	1,427,000	11,556,000	386,251,000
20D	Total Private Car Miles	PV	L20B + L20C	39,305,000	4,319,000	22,566,000	762,317,000	39,305,000	4,319,000	22,566,000	762,317,000
20E	Non-ROI Cost per Car Mile	PV	L20A / L20D	$0.28496	$0.32782	$0.00009	$0.01742	$0.29107	$0.33485	$0.00009	$0.01779
21A	Empty Return Ratio	RR	L8 / L6	1.80777	1.82707	2.07096	1.96906	1.80777	1.82707	2.07096	1.96906
21B	Empty Return Ratio	PV	L20D / L20B	1.40848	1.49343	2.04959	2.02708	1.40848	1 49343	2.04959	2.02708
22A	Repair Variability		D6LX01C4	86.00%	86.00%	86.00%	86.00%	86.00%	86.00%	86 00%	86.00%
22B	Station Clerical - Indexed		E1L109C1 x Indices: URCS	$8.14786	$8.14786	$8.14786	$8.14786	$8.32256	$8.32256	$8.32256	$8.32256
22C	Total Operating Expense: Repairs		D6LX28C5	$24,534	$1,725	$17,797	$89,919	$24,534	$1,725	$17,797	$89,919
22D	Freight Car Repairs		D6LX01C5	$21,887	$1,539	$15,877	$80,215	$21,887	$1,539	$15,877	$80,215
22E	Maintenance of Equipment O/H		L22C / L22D	1.12094	1.12086	1.12093	1.12097	1.12094	1.12086	1.12093	1.12097
22F	General O/H: Opr		D8L607C1	1.10778	1.10778	1.10778	1.10778	1.10778	1.10778	1.10778	1.10778
22G	Depreciation Variability		D6LX33C4	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000
22H	General O/H: DRL		D8L608C1	1.05910	1.05910	1.05910	1.05910	1.05910	1.05910	1.05910	1 05910
22I	Current Year SEM per I/I Switch		E2L1XXC29	1.04710	1.04710	1.04710	1.04710	1.04710	1.04710	1.04710	1.04710

Freight Car				Base Year				Forecast Year			
				Car Type 1	Car Type 2	Car Type 3 Gondola-	Car Type 4	Car Type 1	Car Type 2	Car Type 3 Gondola-	Car Type 4
Line	Item	Own	Source/Formula	Box-Equipped	Box-Plain	Equipped	Hopper-Covered	Box-Equipped	Box-Plain	Equipped	Hopper-Covered
22J	Switch Engine Minutes - Opr Unit Cost - Indexed		E1L111C1 x Indices: URCS	$5.27621	$5.27621	$5.27621	$5.27621	$5.38935	$5.38935	$5.38935	$5.38935
22K	Switch Engine Minutes - DRL Exp Unit Cost - Indexed		E1L111C2 x Indices: URCS	$1.08193	$1.08193	$1.08193	$1.08193	$1.10513	$1.10513	$1.10513	$1.10513
22L	I/I Switching: Cost per Switch Non-ROI		L22I x (L22J + L22K)	$6.65761	$6.65761	$6.65761	$6.65761	$6.80036	$6.80036	$6.80036	$6.80036
22M	Average Non-ROI Cost per Car Day		(L9B x L22A x L22E x L22F + L13 x L22G x L22H + L14A x L22H - L14B x L22H + L14C x L22H) / L5	$21.49133	$132 59841	$24.69698	$14.72334	$21.81441	$135.39750	$25.15621	$14.96122
22N	Terminal Special Services - Indexed		E1L106C1 x Indices: URCS	$1.59687	$1.59687	$1.59687	$1.59687	$1.63111	$1.63111	$1.63111	$1.63111
22O	Modified Terminal: Non-ROI	RR	L22N + L22B + (L22M x 2 + L22L) x L21A	$99.48295	$506.44047	$125.82552	$80.83636	$101.11808	$517.13847	$128.23216	$82.26322
23A	O/D Switch Factor		E2L1XXC8	1.80000	1.80000	2.00000	2.00000	1.80000	1.80000	2.00000	2.00000
23B	Current Year SEM per Industry Switch		E2L1XXC25	4.18840	4.18840	4.18840	4.18840	4.18840	4.18840	4.18840	4.18840
23C	O/D Switching: Non-ROI		L23B x (L22J + L22K)	$26.63043	$26.63043	$26.63043	$26.63043	$27.20145	$27.20145	$27.20145	$27.20145
23D	CD per L&UL Industry Switch		E2L1XXC14	2.00000	2.00000	2 00000	2.00000	2.00000	2.00000	2.00000	2.00000
23E	Car Days O/D		L23D x L23A	3.60000	3.60000	4.00000	4.00000	3.60000	3.60000	4.00000	4.00000
23F	Normal Terminal: Non-ROI	RR	L23A x L23C + L22B + L23E x L22M	$133.45142	$533.43692	$160.19666	$120.30206	$135.81705	$544.71617	$163.35028	$122.57034
24A	Car Days per I/C Switch		E2L1XXC10	1.50000	1.50000	1.50000	1.50000	1.50000	1.50000	1.50000	1.50000
24B	Current Year SEM per Interchange Switch		E2L1XXC26	2.30362	2.30362	2.30362	2.30362	2.30362	2.30362	2.30362	2.30362
24C	I/C Switch Cost: Non-ROI		L24B x (L22J + L22K)	$14.64674	$14.64674	$14.64674	$14.64674	$14.96080	$14.96080	$14.96080	$14.96080
24D	Empty Return Ratio		E2L1XXC2	1.80777	1.82707	2.07096	1.96906	1.80777	1.82707	2.07096	1.96906
24E	I/C Terminal: Non-ROI	RR	(L24A x L22M + L24C) x L24D	$84.75500	$390.16049	$107.05251	$72.32700	$86.19884	$398.40549	$109.12945	$73.64802
25A	Cost per GTM: Operating - Indexed		E1L101C1 x Indices: URCS	$0.00214	$0.00214	$0.00214	$0.00214	$0.00219	$0.00219	$0.00219	$0.00219
25B	Cost per GTM: Depr Rents & Leases - Indexed		E1L101C2 x Indices. URCS	$0.00074	$0.00074	$0.00074	$0.00074	$0.00075	$0.00075	$0.00075	$0.00075
25C	Weighted Average Train Tons - Off-Branch		Way/Thru L12	-	-	-	-	5,673	5,676	5,676	5,664
25D	Cost per LUM: Operating - Indexed		E1L105C1 x Indices: URCS	$4.34292	$4 34292	$4.34292	$4.34292	$4.43604	$4.43604	$4.43604	$4.43604
25E	Cost per LUM: Depr Rents & Leases - Indexed		E1L105C2 x Indices: URCS	$0.75652	$0.75652	$0.75652	$0.75652	$0.77274	$0.77274	$0.77274	$0.77274
25F	Weighted Average Locos per Train - Off Branch		Way/Thru L15	-	-	-	-	3.35	3.35	3.35	3.34
25G	Crew Wages per Train Mile - Indexed		E1L104C1 x Indices: URCS	$8.85120	$8.85120	$8.85120	$8.85120	$9.04099	$9.04099	$9.04099	$9.04099
25H	Other Cost per Train Mile: Operating - Indexed		E1L103C1 x Indices: URCS	$0.31349	$0.31349	$0.31349	$0.31349	$0.32021	$0.32021	$0.32021	$0.32021
25I	Other Cost per Train Mile: Depr Rents & Leases - Indexed		E1L103C2 x Indices: URCS	$0.00369	$0.00369	$0.00369	$0.00369	$0.00377	$0.00377	$0.00377	$0.00377

Freight Car				Base Year				Forecast Year			
Line	Item	Own	Source/Formula	Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered	Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered
25J	Average Train GTM: Non-ROI		((L25A + L25B) x L25C + (L25D + L25E) x L25F + L25G + L25H + L25I) / L25C	$0.00000	$0.00000	$0.00000	$0.00000	$0.00766	$0.00766	$0.00766	$0.00767
26A	Average Miles Between I/I Switches		E2L1XXC23	200	200	200	200	200	200	200	200
26B	I/I Switching per Car Mile: Non-ROI		L22L / L26A	$0.03329	$0.03329	$0.03329	$0.03329	$0.03400	$0.03400	$0.03400	$0.03400
26C	Running Miles per Day		E2L1XXC22	518.47260	518.47260	518.47260	518.47260	518.47260	518.47260	518.47260	518.47260
26D	Car Days per I/I Switch		E2L1XXC13	0.50000	0.50000	0.50000	0.50000	0.50000	0.50000	0.50000	0.50000
26E	Tare Tons per Car		E2L1XXC1	36.10000	34.20000	33.30000	31.40000	36.10000	34.20000	33.30000	31.40000
26F	Average Non-ROI Cost per Car Mile		(L9B x L22A x L22E x L22F + L17A x L22G x L22H + L17B x L22F - L17C x L22F) / L8	$0.10323	$0.10514	$0.12175	$0.05097	$0.10474	$0.10737	$0.12349	$0.05158
26G	Car Mile Cost: Average Non-ROI Cost per Car Mile	RR	(L26B + L26F + L22M / L26C + L26D x L22M / 200) + L26E x L25J) x L24D	$0.41885	$1.32585	$0.54759	$0.29431	$0.92566	$1.83272	$1.08535	$0.77320
27	Modified Terminal: Non-ROI	PV	L22L x L21B + L22B + L22N	$19.12182	$19.68740	$23.39010	$23.24025	$19.53184	$20.10954	$23.89164	$23.73858
28	Normal Terminal: Non-ROI	PV	L23A x L23C + L22B	$56.08263	$56.08263	$61 40872	$61.40872	$57.28517	$57.28517	$62.72546	$62.72546
29	I/C Terminal: Non-ROI	PV	L24C x L21B	$20.62961	$21.87388	$30.01983	$29.69015	$21.07196	$22.34291	$30.66352	$30.32678
30	Car Mile Costs: Non-ROI	PV	L20E +(L26B + L26E x L25J) x L21B	$0.33184	$0.37753	$0.06832	$0.08490	$0.72868	$0.77703	$0.59278	$0.57491
31A	Switch Engine Minutes - ROI Exp Unit Cost		E1L111C3	$2.62611	$2.62611	$2.62611	$2.62611	$2.62611	$2.62611	$2.62611	$2.62611
31B	I/I Switching: ROI		L22I x L31A	$2.74980	$2.74980	$2.74980	$2.74980	$2.74980	$2.74980	$2.74980	$2.74980
31C	Modified Terminal: ROI	RR	(L12N x 2 + L31B) x L24D	$100.07636	$2.39000	$100.92606	$116.63376	$90.91987	$2.64360	$91.75744	$105.92587
32A	O/D Switching: ROI		L23B x L31A	$10.99920	$10.99920	$10.99920	$10.99920	$10 99920	$10.99920	$10.99920	$10.99920
32B	Normal Terminal: ROI	RR	L23A x L32A + L23A x L23D x L12N	$114.49514	$17.20351	$113.96670	$134.96523	$105.37801	$17.45336	$105.11224	$124.08909
33A	I/C Switch Cost: ROI		L24B x L31A	$6.04956	$6.04956	$6.04956	$6.04956	$6.04956	$6.04956	$6.04956	$6 04956
33B	I/C Terminal: ROI	RR	(L24A x L12N + L33A) x L24D	$82.26523	$9.07741	$83.95190	$95.32638	$75.39786	$9.26761	$77.07544	$87.29546
34A	Cost per GTM: ROI		E1L101C3	$0.00125	$0.00125	$0.00125	$0.00125	$0.00125	$0 00125	$0.00125	$0.00125
34B	Cost per LUM: ROI		E1L105C3	$0.42451	$0.42451	$0.42451	$0.42451	$0.42451	$0.42451	$0.42451	$0.42451
34C	Other Cost per Train Mile: ROI		E1L103C3	$0.00581	$0.00581	$0.00581	$0.00581	$0.00581	$0.00581	$0.00581	$0.00581
34D	Ton Mile: ROI		(L34A x L25C + L34B x L25F + L34C) / L25C	$0.00000	$0.00000	$0.00000	$0 00000	$0.00151	$0.00151	$0.00151	$0.00151
35A	I/I Switch per Car Mile: ROI		L22I x L31A / L26A	$0.01375	$0 01375	$0.01375	$0.01375	$0.01375	$0.01375	$0.01375	$0.01375
35B	Car Mile Cost: Average ROI Cost per Car Mile	RR	(L35A + L12N / L26C + L26D x L12N / 200 +L26E x (L34A x L25C + L34B x L25F + L34C) / L25C) x L24D	$0.00000	$0.00000	$0.00000	$0.00000	$0.31341	$0.11390	$0.32285	$0.34272
36	Modified Terminal: ROI	PV	L31B x L21B	$3.87303	$4.10663	$5.63597	$5.57407	$3.87303	$4 10663	$5.63597	$5.57407
37	Normal Terminal: ROI	PV	L23A x L32A	$19.79856	$19.79856	$21.99840	$21.99840	$19.79856	$19.79856	$21.99840	$21.99840
38	I/C Terminal: ROI	PV	L33A x L21B	$8.52067	$9.03459	$12.39912	$12.26296	$8.52067	$9.03459	$12.39912	$12.26296
39	Ton Mile: ROI	PV	L34D	$0.00000	$0.00000	$0.00000	$0.00000	$0.00151	$0.00151	$0.00151	$0.00151

Freight Car				Base Year				Forecast Year			
				Car Type 1	Car Type 2	Car Type 3	Car Type 4	Car Type 1	Car Type 2	Car Type 3	Car Type 4
Line	Item	Own	Source/Formula	Box-Equipped	Box-Plain	Gondola-Equipped	Hopper-Covered	Box-Equipped	Box-Plain	Gondola-Equipped	Hopper-Covered
40	Car Mile Cost: ROI	PV	(L35A + L26E x (L34A x L25C + L34B x L25F + L34C) / L25C) x L21B	$0.00000	$0.00000	$0.00000	$0.00000	$0.09590	$0.09741	$0 13091	$0.12369

Way/Thru

Line	Item	Source/Formula	Base Year Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered	Forecast Year Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered
1	Average Miles/Car in Way Train	E2L201C1	11.65290	11.65290	11.65290	11.65290	11.65290	11.65290	11.65290	11.65290
2	Circuity Average	E2L101C7 through E2L116C7	1.14286	1.14286	1.14286	1.14286	1.14286	1 14286	1.14286	1.14286
3	Circuity Factor	E2L101C6 through E2L116C6	1.15364	1.15364	1.15364	1.15364	1.15364	1.15364	1.15364	1.15364
4	Empty/Loaded Ratio	E2L101C4 through E2L116C4	2.46819	2.46819	2.46819	2.46819	2.46819	2.46819	2.46819	2.46819
5	Way Train Miles per Local to Road Terminal	L1 / L2 x L3 / L4	4.76579	4.76579	4.76579	4.76579	4.76579	4.76579	4.76579	4.76579
6	Loaded Miles - Way Train - Off-Branch	L5 x (Inputs L4 + Inputs L9)	-	-	-	-	33	10	10	796
7	Loaded Miles - Thru Train - Off-Branch	Inputs L6 + Inputs L11 - L6	-	-	-	-	29,644	24,965	50,012	220,445
8	Percentage Way Train	L6 / (Inputs L6 + Inputs L11)	0.00%	0.00%	0.00%	0.00%	0.11%	0.04%	0.02%	0.36%
9	Percentage Thru Train	L7 / (Inputs L6 + Inputs L11)	0.00%	0.00%	0.00%	0.00%	99.89%	99.96%	99.98%	99.64%
10	Average Train Tons - Thru	E2L213C1	5,677	5,677	5,677	5,677	5,677	5,677	5,677	5,677
11	Average Train Tons - Way	E2L212C1	1,965	1,965	1,965	1,965	1,965	1,965	1,965	1,965
12	Weighted Avg Train Tons - Off-Branch	L10 x L9 + L11 x L8	-	-	-	-	5,673	5,676	5,676	5,664
13	Average Locos per Train - Way	E2L209C1	2.20	−2.20	2.20	2.20	2.20	2.20	2.20	2.20
14	Average Locos per Train - Thru	E2L210C1	3.35	3.35	3.35	3.35	3.35	3.35	3.35	3.35
15	Weighted Avg Locos per Train - Off Branch	L8 x L13 + L9 x L14	-	-	-	-	3.35	3.35	3.35	3.34

Make-Whole Adjustment

Line	Own	Item	Source/Formula	Base Year Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered	Total	Forecast Year Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered	Total
1	RR	Local Single Carloads	Inputs L13	-	-	-	-		7	2	2	-	
2	RR	Fwd & Rec Single Carloads	Inputs L14	-	-	-	-		86	41	110	-	
3	RR	Spotted & Pulled Ratio	A1L5XXC5	2.00	1.80	2.00	2.00		2.00	1.80	2.00	2.00	
4	RR	Industry Switching Events	(L1 x 2 + L2) x L3	-	-	-	-		200	81	228	-	
5	RR	Make-Whole Unit Cost	E2L301C1	$113.31	$113.31	$113.31	$113.31		$113.31	$113.31	$113 31	$113.31	
6	RR	Industry Switching Add-On	L4 x L5	$0	$0	$0	$0	$0	$22,662	$9,178	$25,834	$0	$57,674
7	PV	Local Single Carloads	Inputs L19	-	-	-	-		-	-	-	167	
8	PV	Fwd & Rec Single Carloads	Inputs L20	-	-	-	-		-	-	-	73	
9	PV	Spotted & Pulled Ratio	A1L5XXC5	2.00	1.80	2.00	2.00		2.00	1.80	2.00	2.00	
10	PV	Industry Switching Events	(L7 x 2 + L8) x L9	-	-	-	-		-	-	-	814	
11	PV	Make-Whole Unit Cost	E2L301C2	$90.22	$90.22	$90.22	$90.22		$90.22	$90.22	$90.22	$90.22	
12	PV	Industry Switching Add-On	L10 x L11	$0	$0	$0	$0	$0	$0	$0	$0	$73,435	$73,435
13		Industry Switching Add-On	L6 + L12	$0	$0	$0	$0	$0	$22,662	$9,178	$25,834	$73,435	$131,109
14	RR	Local Single Carloads	Inputs L13	-	-	-	-		7	2	2	-	
15	RR	Fwd & Rec Single Carloads	Inputs L14	-	-	-	-		86	41	110	-	
16	RR	Originations & Terminations	L14 x 2 + L15	-	-	-	-		100	45	114	-	
17	RR	Make-Whole Unit Cost	E2L302C1	$54.84	$54.84	$54.84	$54.84		$54.84	$54.84	$54.84	$54.84	
18	RR	Station Clerical Add-On	L16 x L17	$0	$0	$0	$0	$0	$5,484	$2,468	$6,251	$0	$14,203
19	RR	Local Single Carloads	Inputs L19	-	-	-	-		-	-	-	167	
20	RR	Fwd & Rec Single Carloads	Inputs L20	-	-	-	-		-	-	-	73	
21	RR	Onginations & Terminations	L19 x 2 + L20	-	-	-	-		-	-	-	407	
22	RR	Make-Whole Unit Cost	E2L302C2	$5.93	$5.93	$5.93	$5.93		$5.93	$5.93	$5.93	$5.93	
23	RR	Station Clerical Add-On	L16 x L17	$0	$0	$0	$0	$0	$0	$0	$0	$2,415	$2,415
24		Station Clerical Add-On	L18 + L23	$0	$0	$0	$0	$0	$5,484	$2,468	$6,251	$2,415	$16,618
25	RR	Fwd & Rec Singles & Multiples	Inputs L14 + Inputs L17	-	-	-	-		86	41	110	-	
26	RR	Bndge Singles & Multiples	Inputs L15 + Inputs L18	-	-	-	-		-	-	-	-	
27	RR	Carloads Interchanged	L25 + L26 x 2	-	-	-	-		86	41	110	-	
28	RR	Make-Whole Unit Cost	E2L303C1	$19.77	$19 77	$19.77	$19.77		$19.77	$19.77	$19.77	$19.77	
29	RR	Interchange Switching Add-On	L27 x L28	$0	$0	$0	$0	$0	$1,701	$811	$2,175	$0	$4,687
30	PV	Fwd & Rec Singles & Multiples	Inputs L20 + Inputs L22	-	-	-	-		-	-	-	73	
31	PV	Bridge Singles & Multiples	Inputs L21 + Inputs L23	-	-	-	-		-	-	-	-	
32	PV	Carloads Interchanged	L30 + L31 x 2	-	-	-	-		-	-	-	73	
33	PV	Make-Whole Unit Cost	E2L303C2	$16.91	$16.91	$16.91	$16.91		$16.91	$16.91	$16.91	$16.91	
34	PV	Interchange Switching Add-On	L32 x L33	$0	$0	$0	$0	$0	$0	$0	$0	$1,234	$1,234
35		Interchange Switching Add-On	L29 + L34	$0	$0	$0	$0	$0	$1,701	$811	$2,175	$1,234	$5,921

Make-Whole Adjustment

Line	Own	Item	Source/Formula	Base Year Car Type 1 Box-Equipped	Base Year Car Type 2 Box-Plain	Base Year Car Type 3 Gondola-Equipped	Base Year Car Type 4 Hopper-Covered	Base Year Total	Forecast Year Car Type 1 Box-Equipped	Forecast Year Car Type 2 Box-Plain	Forecast Year Car Type 3 Gondola-Equipped	Forecast Year Car Type 4 Hopper-Covered	Forecast Year Total
36	RR	Off-Br Car Miles (K) - Singles	Inputs L25 / 1000	-	-	-	-		30	25	50	-	
37	RR	Off-Br Car Miles (K) - Multiples	Inputs L26 / 1000	-	-	-	-		-	-	-	-	
38	RR	Off-Branch Car Miles	L36 x L37	-	-	-	-		30	25	50	-	
39	RR	Make-Whole Unit Cost	E2L305C1	$4.42	$4.42	$4.42	$4.42		$4.42	$4.42	$4.42	$4.42	
40	RR	Mileage Add-On	L38 x L39	$0	$0	$0	$0	$0	$131	$110	$221	$0	$462
41	PV	Off-Br Car Miles (K) - Singles	Inputs L27 / 1000	-	-	-	-		-	-	-	221	
42	PV	Off-Br Car Miles (K) - Multiples	Inputs L28 / 1000	-	-	-	-		-	-	-	-	
43	PV	Off-Branch Car Miles (K)	L41 x L42	-	-	-	-		-	-	-	221	
44	PV	Make-Whole Unit Cost	E2L305C2	$3.85	$3.85	$3.85	$3.85		$3.85	$3.85	$3.85	$3.85	
45	PV	Mileage Add-On	L43 x L44	$0	$0	$0	$0	$0	$0	$0	$0	$853	$853
46		Mileage Add-On	L40 + L45	$0	$0	$0	$0	$0	$131	$110	$221	$853	$1,315
47		Industry Switching Add-On	L13	$0	$0	$0	$0	$0	$22,662	$9,178	$25,834	$73,435	$131,109
48		Station Clerical Add-On	L24	$0	$0	$0	$0	$0	$5,484	$2,468	$6,251	$2,415	$16,618
49		Interchange Switching Add-On	L35	$0	$0	$0	$0	$0	$1,701	$811	$2,175	$1,234	$5,921
50		Mileage Add-On	L46	$0	$0	$0	$0	$0	$131	$110	$221	$853	$1,315
51		Total Make-Whole Adjustment	L47 + L48 + L49 + L50	$0	$0	$0	$0	$0	$29,977	$12,567	$34,482	$77,938	$154,964
52		Index to Base & Forecast	Indices: URCS	1.012	1.012	1.012	1.012		1.034	1.034	1.034	1.034	
53		Indexed Make-Whole Adjustment	L51 x L52	$0	$0	$0	$0	$0	$30,988	$12,991	$35,645	$80,567	$160,192

Lead Line Traffic for JAN-DEC 2002

L=Local
F/R=Forwarded or Received

Line	Car Type	Own	STCC	Commodity	BNSF Ong State	BNSF Orig City	BNSF Dest State	BNSF Dest City	Traffic Type	Move Type	On-Branch Miles/Unit	Off-Branch Miles/Unit	Total Units	Lading Tons	Gross Tons	On-Branch Car-Miles	Off-Branch Car-Miles	Off-Branch GTMs	Total Revenue
1	Box-Equipped	Rail	2812355	Sodium Sulfate, Crude (S	MO	Buick	AZ	Glendale	L	1	42 4	1,637.8	1	85	122	42 4	1,637 8	199,812	$4,327
2	Box-Equipped	Rail	2812355	Sodium Sulfate, Crude (S	MO	Buick	WA	Vancouver	L	1	42 4	2,415.8	1	79	116	42 4	2,415.8	280,233	$3,984
3	Box-Equipped	Rail	2851930	Paints, Stains or Varnis	MO	Buick	IL	East St Louis	F/R	1	42 4	90 8	1	90	126	42 4	90 8	11,441	$905
4	Box-Equipped	Rail	3311115	Pig Iron	MO	Buick	IL	East St Louis	F/R	1	42 4	90 8	5	414	591	212 0	454 0	53,663	$4,327
5	Box-Equipped	Rail	3311115	Pig Iron	MO	Buick	TN	Memphis	F/R	1	42 4	389.8	1	78	115	42 4	389 8	44,827	$1,677
6	Box-Equipped	Rail	3312120	Billets, Iron or Steel,	MO	Buick	TN	Memphis	F/R	1	42 4	389 8	1	76	111	42 4	389.8	43,268	$1,630
7	Box-Equipped	Rail	3312124	Billets, Square, Non-All	MO	Buick	TN	Memphis	F/R	1	42 4	389.8	1	77	113	42 4	389 8	44,047	$1,665
8	Box-Equipped	Rail	3312990	Iron or Steel Products,	MO	Buick	IL	East St Louis	F/R	1	42 4	90 8	1	84	121	42.4	90 8	10,987	$842
9	Box-Equipped	Rail	3313445	Lead Alloys, 80 Percent	MO	Buick	IL	East St Louis	F/R	1	42 4	90 8	1	87	124	42 4	90 8	11,259	$875
10	Box-Equipped	Rail	3313445	Lead Alloys, 80 Percent	MO	Buick	TN	Memphis	F/R	1	42 4	389 8	5	374	557	212 0	1,949 0	217,119	$9,396
11	Box-Equipped	Rail	3313456	Billets, Ingots, Pigs or	MO	Buick	AZ	Glendale	L	1	42 4	1,637.8	1	72	107	42 4	1,637 8	175,245	$3,751
12	Box-Equipped	Rail	3313456	Billets, Ingots, Pigs or	MO	Buick	IL	East St Louis	F/R	1	42 4	90 8	1	87	125	42 4	90 8	11,350	$916
13	Box-Equipped	Rail	3313456	Billets, Ingots, Pigs or	MO	Buick	TN	Memphis	F/R	1	42 4	389 8	1	75	109	42 4	389 8	42,488	$3,222
14	Box-Equipped	Rail	3332110	Lead Anodes	MO	Buick	IL	East St Louis	F/R	1	42 4	90.8	4	333	480	169 6	363.2	43,584	$3,371
15	Box-Equipped	Rail	3332110	Lead Anodes	MO	Buick	WA	Vancouver	L	1	42 4	2,415.8	2	153	224	84 8	4,831 6	541,139	$7,890
16	Box-Equipped	Rail	3332115	Lead Bars, Blocks or Ing	MO	Buick	IL	East St Louis	F/R	1	42 4	90.8	6	532	753	254 4	544 8	68,372	$5,408
17	Box-Equipped	Rail	3332115	Lead Bars, Blocks or Ing	MO	Buick	TN	Memphis	F/R	1	42 4	389.8	2	152	223	84 8	779.6	86,925	$3,270
18	Box-Equipped	Rail	3332120	Lead Base Bullion, Pig O	MO	Buick	IL	East St Louis	F/R	1	42 4	90.8	5	425	610	212.0	454 0	55,388	$4,257
19	Box-Equipped	Rail	3332120	Lead Base Bullion, Pig O	MO	Buick	TN	Memphis	F/R	1	42.4	389.8	3	235	345	127.2	1,169 4	134,481	$6,009
20	Box-Equipped	Rail	3332120	Lead Base Bullion, Pig O	MO	Buick	WA	Vancouver	L	1	42 4	2,415.8	1	84	119	42.4	2,415 8	287,480	$3,538
21	Box-Equipped	Rail	3332125	Lead Pigs or Slabs	IL	Chicago	MO	Buick	F/R	1	42 4	447.8	2	141	206	84.8	895 6	92,247	$4,338
22	Box-Equipped	Rail	3332125	Lead Pigs or Slabs	MO	Buick	AZ	Glendale	L	1	42.4	1,637 8	1	76	112	42 4	1,637 8	183,434	$3,772
23	Box-Equipped	Rail	3332125	Lead Pigs or Slabs	MO	Buick	IL	East St Louis	F/R	1	42.4	90 8	33	2,708	3,888	1,399 2	2,996 4	353,030	$28,378
24	Box-Equipped	Rail	3332125	Lead Pigs or Slabs	MO	Buick	TN	Memphis	F/R	1	42.4	389 8	6	486	705	254 4	2,338 8	274,809	$10,863
25	Box-Equipped	Rail	3333110	Zinc Anodes	MO	Buick	IL	East St Louis	F/R	1	42.4	90 8	1	86	121	42 4	90 8	10,987	$898
26	Box-Equipped	Rail	3334110	Aluminum Billets, Blooms	MO	Buick	IL	East St Louis	F/R	1	42 4	90.8	1	84	120	42 4	90 8	10,896	$873
27	Box-Equipped	Rail	3334110	Aluminum Billets, Blooms	MO	Buick	TN	Memphis	F/R	1	42 4	389 8	2	149	219	84 8	779 6	85,366	$3,239
28	Box-Equipped	Rail	4611110	Freight All Kinds, (Fak)	MO	Buick	IL	East St Louis	F/R	1	42 4	90.8	3	248	355	127.2	272.4	32,234	$2,563
29	Box-Plain	Rail	3312122	Ingots, Iron or Steel, o	MO	Buick	MO	Buick	L	1	1 0	-	1	74	105	1.0	-	-	$2,034
30	Box-Plain	Rail	3332110	Lead Anodes	MO	Buick	IL	East St Louis	F/R	1	42 4	90.8	1	75	107	42.4	90 8	9,716	$783
31	Box-Plain	Rail	3332115	Lead Bars, Blocks or Ing	MO	Buick	AZ	Glendale	L	1	42 4	1,637 8	1	74	105	42.4	1,637 8	171,969	$3,724
32	Box-Plain	Rail	3332115	Lead Bars, Blocks or Ing	MO	Buick	IL	East St Louis	F/R	1	42 4	90 8	1	78	109	42 4	90 8	9,897	$822
33	Box-Plain	Rail	3332115	Lead Bars, Blocks or Ing	MO	Buick	TN	Memphis	F/R	1	42.4	389 8	1	77	109	42 4	389 8	42,488	$1,655
34	Box-Plain	Rail	3332115	Lead Bars, Blocks or Ing	TX	Corpus Chrsti	MO	Buick	F/R	1	42 4	1,080 8	18	1,145	1,708	763 2	19,454 4	1,846,006	$39,968
35	Box-Plain	Rail	3332120	Lead Base Bullion, Pig O	MO	Buick	TN	Memphis	F/R	1	42 4	389.8	1	78	109	42 4	389 8	42,488	$1,670
36	Box-Plain	Rail	3332125	Lead Pigs or Slabs	MO	Buick	IL	East St Louis	F/R	1	42 4	90.8	15	1,135	1,603	636 0	1,362.0	145,552	$11,952
37	Box-Plain	Rail	3332135	Antimonial Lead, in Pigs	MO	Buick	TN	Memphis	F/R	1	42 4	389.8	2	152	216	84 8	779 6	84,197	$3,273
38	Box-Plain	Rail	3369315	Castings, Lead or Lead A	MO	Buick	TN	Memphis	F/R	1	42 4	389.8	1	74	105	42 4	389 8	40,929	$1,614
39	Box-Plain	Rail	3714720	Automobile Body Parts, n	MO	Buick	TN	Memphis	F/R	1	42 4	389 8	1	74	106	42.4	389 8	41,319	$1,614
40	Gondola-Equipped	Rail	1021210	Copper Concentrates	MO	Buick	IL	Chicago	F/R	1	42.4	447 8	4	386	516	169 6	1,791 2	231,065	$11,479
41	Gondola-Equipped	Rail	1021210	Copper Concentrates	MO	Viburnum	IL	Chicago	F/R	1	33 7	447 8	92	8,676	11,732	3,100 4	41,197 6	5,253,590	$256,625
42	Gondola-Equipped	Rail	2491210	Railroad Ties, Wooden, C	MO	Viburnum	WI	Superior	F/R	1	33 7	829 8	2	178	244	67 4	1,659 6	202,471	$3,448
43	Gondola-Equipped	Rail	2816230	Compounds, Lead or Zinc,	MO	Buick	IL	Chicago	F/R	1	42 4	447.8	3	284	380	127.2	1,343 4	170,164	$8,643
44	Gondola-Equipped	Rail	2816230	Compounds, Lead or Zinc,	MO	Buick	MO	Buick	L	1	1 0	-	2	174	246	2.0	-	-	$576
45	Gondola-Equipped	Rail	2816230	Compounds, Lead or Zinc,	MO	Viburnum	IL	Chicago	F/R	1	33.7	447.8	4	365	509	134 8	1,791 2	227,930	$10,917
46	Gondola-Equipped	Rail	3229924	Cullet (Broken Glass)	IL	Chicago	MO	Buick	F/R	1	42 4	447 8	5	276	441	212 0	2,239 0	197,480	$7,069
47	Hopper-Covered	Private	1451610	Magnesite, Crude	IL	East St Louis	MO	Buick	F/R	1	42 4	90 8	5	481	641	212 0	454 0	58,203	$4,434
48	Hopper-Covered	Private	1471337	Probertite or Ulexite Or	IL	East St Louis	MO	Buick	F/R	1	42 4	90 8	1	88	120	42 4	90 8	10,896	$561
49	Hopper-Covered	Private	2812305	2-Methyl-6-Ethyl Aniline	MO	Buick	IL	Chicago	F/R	1	42 4	447.8	1	95	124	42 4	447 8	55,527	$2,513
50	Hopper-Covered	Private	2812322	Sodium Carbonate (Soda A	MO	Cuba	MO	Buick	L	1	42.4	-	2	118	183	84 8	-	-	$8,726
51	Hopper-Covered	Private	2812322	Sodium Carbonate (Soda A	WY	Bonneville	MO	Buick	L	1	42 4	1,264 8	156	15,321	20,355	6,614 4	197,308 8	25,745,004	$777,781
52	Hopper-Covered	Private	2812355	Sodium Sulfate, Crude (S	IL	Galesburg	MO	Buick	L	1	42 4	290 8	1	25	54	42 4	290 8	15,703	$1,245
53	Hopper-Covered	Private	2812355	Sodium Sulfate, Crude (S	MO	Buick	AL	Birmingham	L	1	42 4	628.8	3	306	392	127 2	1,886 4	246,490	$7,633
54	Hopper-Covered	Private	2812355	Sodium Sulfate, Crude (S	MO	Buick	AL	Magnolia	L	1	42.4	657 8	4	387	506	169.6	2,631 2	332,847	$9,878

Lead Line Traffic for JAN-DEC 2002

L=Local
F/R=Forwarded or Received

Line	Car Type	Own	STCC	Commodity	BNSF Orig State	BNSF Orig City	BNSF Dest State	BNSF Dest City	Traffic Type	Move Type	On-Branch Miles/Unit	Off-Branch Miles/Unit	Total Units	Lading Tons	Gross Tons	On-Branch Car-Miles	Off-Branch Car-Miles	Off-Branch GTMs	Total Revenue
55	Hopper-Covered	Private	2812355	Sodium Sulfate, Crude (S	MO	Buick	IL	Chicago	F/R	1	42.4	447 8	32	3,158	4,108	1,356.8	14,329.6	1,839,562	$80,511
56	Hopper-Covered	Private	2812355	Sodium Sulfate, Crude (S	MO	Buick	IL	East St Louis	F/R	1	42 4	90 8	29	2,875	3,724	1,229.6	2,633 2	338,139	$33,691
57	Hopper-Covered	Private	2812355	Sodium Sulfate, Crude (S	MO	Buick	MO	Kansas City	L	1	42.4	356 8	1	103	131	42 4	356 8	46,741	$1,983
58	Hopper-Covered	Private	2812357	Sodium Sulfide	MO	Buick	IL	Chicago	F/R	1	42 4	447 8	1	99	128	42.4	447 8	57,318	$2,557
59	Hopper-Covered	Private	3295310	Magnesite, Calcined	IL	East St Louis	MO	Buick	F/R	1	42.4	90.8	4	367	495	169.6	363.2	44,946	$2,244
60	Total										40 4	667 9	488	44,368	60,328	19,714.4	325,914 4	40,914,748	$1,427,787
61	Box-Equipped	Rail									42 4	319.1	93	7,570	10,917	3,943 2	29,677.4	3,406,111	$126,184
62	Box-Plain	Rail									41 4	580.8	43	3,036	4,382	1,781.8	24,974.6	2,434,562	$69,109
63	Gondola-Equipped	Rail									34 0	446 6	112	10,339	14,068	3,813 4	50,022 0	6,282,700	$298,756
64	Hopper-Covered	Private									42.4	921.8	240	23,423	30,961	10,176 0	221,240.4	28,791,376	$933,737
65	Total										40 4	667.9	488	44,368	60,328	19,714 4	325,914 4	40,914,748	$1,427,787
66	Box-Equipped	Rail							L	1	42.4	2,082.4	7	549	800	296.8	14,576 6	1,667,342	$27,262
67	Box-Plain	Rail							L	1	21.7	818.9	2	148	210	43 4	1,637.8	171,969	$5,758
68	Gondola-Equipped	Rail							L	1	1.0	-	2	174	246	2 0	-	-	$576
69	Hopper-Covered	Private							L	1	42.4	1,212.4	167	16,260	21,621	7,080 8	202,474.0	26,386,784	$807,226
70	Box-Equipped	Rail							F/R	1	42.4	175.6	86	7,021	10,117	3,646 4	15,100.8	1,738,769	$98,922
71	Box-Plain	Rail							F/R	1	42.4	569.2	41	2,888	4,172	1,738 4	23,336 8	2,262,593	$63,351
72	Gondola-Equipped	Rail							F/R	1	34.6	454.7	110	10,165	13,822	3,811 4	50,022 0	6,282,700	$298,181
73	Hopper-Covered	Private							F/R	1	42.4	257.1	73	7,163	9,340	3,095.2	18,766 4	2,404,592	$126,511
74	Box-Equipped	Rail							B	1	-	-	-	-	-	-	-	-	$0
75	Box-Plain	Rail							B	1	-	-	-	-	-	-	-	-	$0
76	Gondola-Equipped	Rail							B	1	-	-	-	-	-	-	-	-	$0
77	Hopper-Covered	Private							B	1	-	-	-	-	-	-	-	-	$0
78	Total										40 4	667.9	488	44,368	60,328	19,714 4	325,914.4	40,914,748	$1,427,787

Inputs

General Inputs

Line	Own	Item	Base Year Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered	Forecast Year Car Type 1 Box-Equipped	Car Type 2 Box-Plain	Car Type 3 Gondola-Equipped	Car Type 4 Hopper-Covered
1		Non-Bridge Revenue	$0	$0	$0	$0	$164,641	$90,172	$389,809	$1,218,316
2		Bridge Revenue	$0	$0	$0	$0	$0	$0	$0	$0
3	RR	Total Carloads	-	-	-	-	93	43	112	-
4	RR	Local Carloads	-	-	-	-	7	2	2	-
5	RR	On-Branch Car Miles	-	-	-	-	3,943	1,782	3,813	-
6	RR	Off-Branch Car Miles	-	-	-	-	29,677	24,975	50,022	-
7	RR	Off-Branch GTMs	-	-	-	-	3,406,111	2,434,562	6,282,700	-
8	PV	Total Carloads	-	-	-	-	-	-	-	240
9	PV	Local Carloads	-	-	-	-	-	-	-	167
10	PV	On-Branch Car Miles	-	-	-	-	-	-	-	10,176
11	PV	Off-Branch Car Miles	-	-	-	-	-	-	-	221,240
12	PV	Off-Branch GTMs	-	-	-	-	-	-	-	28,791,376
13	RR	Single + Local Carloads	-	-	-	-	7	2	2	-
14	RR	Single + Fwd / Rec Carloads	-	-	-	-	86	41	110	-
15	RR	Single + Bridge Carloads	-	-	-	-	-	-	-	-
16	RR	Multiple + Local Carloads	-	-	-	-	-	-	-	-
17	RR	Multiple + Fwd / Rec Carloads	-	-	-	-	-	-	-	-
18	RR	Multiple + Bridge Carloads	-	-	-	-	-	-	-	-
19	PV	Single + Local Carloads	-	-	-	-	-	-	-	167
20	PV	Single + Fwd / Rec Carloads	-	-	-	-	-	-	-	73
21	PV	Single + Bridge Carloads	-	-	-	-	-	-	-	-
22	PV	Multiple + Local Carloads	-	-	-	-	-	-	-	-
23	PV	Multiple + Fwd / Rec Carloads	-	-	-	-	-	-	-	-
24	PV	Multiple + Bridge Carloads	-	-	-	-	-	-	-	-
25	RR	Off-Br Car Miles - Singles	-	-	-	-	29,677	24,975	50,022	-
26	RR	Off-Br Car Miles - Multiples	-	-	-	-	-	-	-	-
27	PV	Off-Br Car Miles - Singles	-	-	-	-	-	-	-	221,240
28	PV	Off-Br Car Miles - Multiples	-	-	-	-	-	-	-	-

Note - Forecast Year volumes are equal to 2002 volumes from Traffic tab. Forecast Year revenues reflect 2002 revenues with 3% annual inflation to 2011.

On-Branch Inputs

Line	Item	Base Year	Forecast Year	Comment
29	Loco Unit Miles	-	8,819	2 locos x 84.8 miles round-trip x 52 trips/year
30	Loco Replacement Value	$0	$100,000	
31	Average Switching Speed	-	6	URCS
32	Loco Hours	-	832	2 locos x 8 hours/trip x 52 trips/year
33	Locomotive Count	-	2	
34	Fuel Cost per Loco Hour	-	55.60	GMA 1982 Fuel Cost/Hour for 2000 HP Unit
35	Crew Wages	$0	$35,100	$675 per crew start x 52 trips/year
36	RR Car Days	-	1,736	248 RR cars x 7 days/trip (assumes once-weekly service)
37	RR Car Miles	-	9,538	Traffic Lines 61-63
38	PV Car Days	-	1,680	240 PV cars x 7 days/trip (assumes once-weekly service)
39	PV Car Miles	-	10,176	Traffic L64

Indices

Base Year	JAN 2010 - DEC 2010
Forecast Year	APR 2011 - MAR 2012

Item	URCS	R1	Fuel
Data Year	2009	2009	1982
Data Year PPI Avg	1.71700	1.71700	1.00000
Base Year PPI Avg	1.73767	1.73767	2.26275
Forecast Year PPI Avg	1.77493	1.77493	2.58817
Data to Base Index	1.01204	1.01204	2.26275
Data to Forecast Index	1.033737	1.03374	2.58817

Global Insights Forecast of PPI
Finished Goods Other Than Food & Energy
as of 2/7/2011

Year	Quarter	Index
2009	Q1	1.712
2009	Q2	1.717
2009	Q3	1.721
2009	Q4	1.718
2010	Q1	1.728
2010	Q2	1.736
2010	Q3	1.745
2010	Q4	1.741
2011	Q1	1.756
2011	Q2	1.766
2011	Q3	1.773
2011	Q4	1.777
2012	Q1	1.784
2012	Q2	1.790
2012	Q3	1.797
2012	Q4	1.803

Global Insights Forecast of PPI
Refined Petroleum Products
as of 2/7/2011

Year	Quarter	Index
1982		1.000
2009	Q1	1.465
2009	Q2	1.632
2009	Q3	1.864
2009	Q4	2.062
2010	Q1	2.315
2010	Q2	2.186
2010	Q3	2.120
2010	Q4	2.430
2011	Q1	2.650
2011	Q2	2.605
2011	Q3	2.536
2011	Q4	2.583
2012	Q1	2.630
2012	Q2	2.636
2012	Q3	2.644
2012	Q4	2.649

Cost of Capital

Line	Type	Item	2009 After-Tax Cost	GDP Deflator	Deflated After-Tax Cost	Capital Structure	Weighted Cost	Tax Rate	Pre-Tax Cost
1	Nominal	Common Equity	12.37%	0.00%	12.37%	70.90%	8.77%	37.00%	13.92%
2		Debt	5.72%	0.00%	5.72%	29.10%	1.66%		1.66%
3		Overall					10.43%		15.58%
4	Real	Common Equity	12.37%	0.96%	11.30%	70.90%	8.01%	37.00%	12.71%
5		Debt	5.72%	0.96%	4.71%	29.10%	1.37%		1.37%
6		Overall					9.38%		14.08%
7	Deflator (Nominal to Real)								1.50%

GDP Deflator Calculation

		2009	2010	GDP Deflator
8	Index	109.615	110.662	0.96%

Data Sources

1 2009 After-Tax Cost of Capital and Capital Structure from STB Ex Parte No. 558 (Sub-No. 13) Railroad Cost of Capital - 2009, 9/30/10

2 GDP Deflator Indices from Bureau of Economic Analysis National Income and Product Accounts Implicit Price Deflators for Gross Domestic Product - Table 1.1.9.

3 Combined federal and state tax rate of 37% is used.

Loss & Damage

STCC	URCS Cost/Ton	Base Year: URCS Data to Base Index 1.012 Cost/Ton	Tons	Total Cost	Forecast Year: URCS Data to Forecast Index 1 034 Cost/Ton	Tons	Total Cost
01	$0.0510	$0.0516	-	$0	$0 0527	-	$0
0113	$0 0352	$0 0356	-	$0	$0 0364	-	$0
01195	$2 0286	$2.0530	-	$0	$2 0971	-	$0
012	$0 0861	$0 0871	-	$0	$0 0890	-	$0
013	$0 1941	$0 1964	-	$0	$0 2007	-	$0
10	$0 0701	$0.0709	-	$0	$0 0725	12,248	$888
11	$0 0043	$0 0044	-	$0	$0 0045	-	$0
14	$0 0112	$0 0114	-	$0	$0.0116	635	$7
20	$0 1033	$0 1046	-	$0	$0.1068	-	$0
2011	$0 0000	$0 0000	-	$0	$0.0000	-	$0
202	$0.4642	$0 4698	-	$0	$0.4799	-	$0
203	$0 4677	$0 4733	-	$0	$0 4835	-	$0
204	$0 0658	$0 0666	-	$0	$0 0680	-	$0
2041	$0 0461	$0 0466	-	$0	$0 0476	-	$0
2042	$0 0064	$0 0065	-	$0	$0 0066	-	$0
2043	$0 1266	$0 1281	-	$0	$0 1308	-	$0
2044	$0 4908	$0 4967	-	$0	$0 5074	-	$0
2045	$0 2542	$0.2572	-	$0	$0 2627	-	$0
2046	$0 0264	$0 0267	-	$0	$0 0273	-	$0
2062	$0.1014	$0 1027	-	$0	$0 1049	-	$0
20821	$0.2094	$0.2119	-	$0	$0 2165	-	$0
2084	$0.4422	$0.4475	-	$0	$0.4571	-	$0
20851	$0.1744	$0.1765	-	$0	$0.1803	-	$0
209	$0.0473	$0.0479	-	$0	$0 0489	-	$0
21	$0.0000	$0.0000	-	$0	$0.0000	-	$0
24	$0.0553	$0.0560	-	$0	$0.0572	244	$14
2421	$0.0426	$0 0432	-	$0	$0.0441	-	$0
2432	$0.1273	$0 1288	-	$0	$0 1316	-	$0
25	$1.7264	$1 7472	-	$0	$1 7847	-	$0
26	$0.2997	$0 3033	-	$0	$0 3098	-	$0
26211	$0.4023	$0 4072	-	$0	$0.4159	-	$0
26213	$0.7884	$0 7979	-	$0	$0.8150	-	$0
263	$0.3154	$0.3191	-	$0	$0.3260	-	$0
264	$0 0436	$0 0441	-	$0	$0.0451	-	$0
26471	$0 0680	$0.0688	-	$0	$0 0703	-	$0
28	$0.0430	$0.0435	-	$0	$0 0444	126	$6
281	$0.0084	$0.0085	-	$0	$0 0086	1,135	$10
2812	$0 0144	$0.0146	-	$0	$0 0149	29,943	$446
282	$0.1061	$0 1074	-	$0	$0.1097	-	$0
289	$0 0661	$0.0668	-	$0	$0 0683	-	$0
29	$0 0167	$0.0169	-	$0	$0 0173	-	$0
30	$0.0235	$0 0238	-	$0	$0.0243	-	$0
301	$0 0004	$0.0004	-	$0	$0 0005	-	$0
32	$0.0223	$0 0226	-	$0	$0.0231	441	$10
321	$0 0049	$0.0050	-	$0	$0.0051	-	$0
3295	$0.0341	$0.0345	-	$0	$0 0353	495	$17
33	$0.1056	$0.1068	-	$0	$0.1091	14,024	$1,530
3312	$0.0972	$0 0984	-	$0	$0 1005	450	$45
3352 -	$0.9998	$1 0118	-	$0	$1.0335	-	$0
34	$0.5703	$0.5772	-	$0	$0.5896	-	$0
344	$0.5547	$0 5614	-	$0	$0.5734	-	$0
35	$0.7897	$0 7992	-	$0	$0.8163	-	$0
351	$0.6562	$0 6641	-	$0	$0.6784	-	$0
352	$2.9846	$3 0205	-	$0	$3 0853	-	$0
353	$0.2439	$0 2468	-	$0	$0.2521	-	$0
36	$0 6565	$0 6644	-	$0	$0.6787	-	$0
361	$0 5224	$0 5287	-	$0	$0.5401	-	$0
363	$0 2778	$0 2812	-	$0	$0.2872	-	$0
365	$2 6889	$2.7213	-	$0	$2.7796	-	$0
37	$1 2410	$1.2559	-	$0	$1.2828	-	$0
37111	$1 8043	$1 8260	-	$0	$1.8652	-	$0
37112	$1.4033	$1 4201	-	$0	$1 4506	-	$0
3714	$0.8254	$0 8353	-	$0	$0 8532	106	$90
44	$0 0600	$0.0607	-	$0	$0 0620	-	$0
45	$0.0000	$0.0000	-	$0	$0 0000	-	$0
46	$0.0768	$0.0777	-	$0	$0 0794	-	$0
461	$0.0739	$0.0748	-	$0	$0 0764	355	$27
48	$0.0414	$0 0419	-	$0	$0.0428	-	$0
XX	$0 3951	$0 3999	-	$0	$0.4085	-	$0
Total			-	$0		60,202	$3,090

Car-Days

Level	URCS Car Type	AAR Car Kind	System Cars Offline Car-Days 2009	Foreign Cars Online Car-Days 2009
Summary	Box-Plain		-	12,405
	Box-Equipped		63,280	117,579
	Gondola-Plain		13,193	19,054
	Gondola-Equipped		40,951	42,394
	Hopper-Covered		206,392	114,803
	Hopper-Open Top-General Service		30,991	11,325
	Hopper-Open Top-Special Service		18,447	1,239
	Refrigerator-Mechanical		8,916	1,459
	Refrigerator-Non-Mechanical		18,220	3,377
	Flat-TOFC/COFC		3,549	39,173
	Flat-Multi-Level		9,389	19,377
	Flat-General		-	408
	Flat-All Other		31,474	59,598
	Tank Under 22,000 Gallons		590	89
	Tank - 22,000 Gallons and Over		1,314	-
	All Other Freight Cars		5,799	4,290
	Total		452,504	446,569

Note - Excludes private and TTX cars.

Car-Days

Level	URCS Car Type	AAR Car Kind	System Cars Offline Car-Days 2009	Foreign Cars Online Car-Days 2009
Detail	Box-Equipped	A302	6,879	16,759
	Box-Equipped	A303	1,561	1,295
	Box-Equipped	A305	-	982
	Box-Equipped	A306	-	2,026
	Box-Equipped	A307	-	434
	Box-Equipped	A322	-	188
	Box-Equipped	A332	70	1,255
	Box-Equipped	A335	-	62
	Box-Equipped	A402	1,639	19,172
	Box-Equipped	A403	-	2,966
	Box-Equipped	A405	5,705	16,333
	Box-Equipped	A406	26,973	25,274
	Box-Equipped	A407	-	256
	Box-Equipped	A415	10	6
	Box-Equipped	A416	-	126
	Box-Equipped	A432	19	728
	Box-Equipped	A433	142	261
	Box-Equipped	A435	2,795	796
	Box-Equipped	A436	902	221
	Box-Equipped	A445	466	-
	Box-Equipped	A446	-	116
	Box-Equipped	A507	-	1,158
	Box-Equipped	A602	4,363	248
	Box-Equipped	A603	568	4,916
	Box-Equipped	A605	3,727	1,283
	Box-Equipped	A606	6,910	16,374
	Box-Equipped	A607	-	19
	Box-Equipped	A615	-	12
	Box-Equipped	A616	-	38
	Box-Equipped	A626	-	22
	Box-Equipped	A632	529	429
	Box-Equipped	A633	-	9
	Box-Equipped	A635	-	143
	Box-Equipped	A636	-	1,751
	Box-Equipped	A645	-	108
	Box-Equipped	A800	-	35
	Box-Equipped	A806	24	940
	Box-Equipped	A836	-	839
	Box-Plain	B304	-	244
	Box-Plain	B314	-	1,232
	Box-Plain	B317	-	10
	Box-Plain	B414	-	823
	Box-Plain	B415	-	164
	Box-Plain	B417	-	10
	Box-Plain	B434	-	15
	Box-Plain	B435	-	1,808
	Box-Plain	B437	-	44
	Box-Plain	B614	-	135
	Box-Plain	B615	-	15
	Box-Plain	B617	-	190
	Box-Plain	B634	-	135
	Box-Plain	B635	-	5,295
	Box-Plain	B637	-	2,285
	Hopper-Covered	C111	6,494	1,360
	Hopper-Covered	C112	11,530	8,807
	Hopper-Covered	C113	104,176	60,009
	Hopper-Covered	C114	63,199	37,723
	Hopper-Covered	C213	-	3
	Hopper-Covered	C313	8,099	5,666

Car-Days

Level	URCS Car Type	AAR Car Kind	System Cars Offline Car-Days 2009	Foreign Cars Online Car-Days 2009
	Hopper-Covered	C314	10,930	1,227
	Hopper-Covered	C413	1,963	4
	Hopper-Covered	C612	-	4
	Gondola-Equipped	E100	-	160
	Gondola-Equipped	E105	-	70
	Gondola-Equipped	E130	-	45
	Gondola-Equipped	E134	-	1,805
	Gondola-Equipped	E141	-	277
	Gondola-Equipped	E142	-	654
	Gondola-Equipped	E144	-	558
	Gondola-Equipped	E145	-	23
	Gondola-Equipped	E231	6,560	448
	Gondola-Equipped	E232	-	29
	Gondola-Equipped	E241	2,566	7,559
	Gondola-Equipped	E242	-	147
	Gondola-Equipped	E330	407	131
	Gondola-Equipped	E331	-	207
	Gondola-Equipped	E334	138	2
	Gondola-Equipped	E335	-	11
	Gondola-Equipped	E341	9	-
	Gondola-Equipped	E430	15	-
	Gondola-Equipped	E431	121	55
	Gondola-Equipped	E432	-	103
	Gondola-Equipped	E440	-	101
	Gondola-Equipped	E441	962	859
	Gondola-Equipped	E442	-	255
	Gondola-Equipped	E500	1,991	947
	Gondola-Equipped	E507	544	766
	Gondola-Equipped	E520	2,226	4
	Gondola-Equipped	E524	1,381	172
	Gondola-Equipped	E530	5,250	5,815
	Gondola-Equipped	E531	235	2,431
	Gondola-Equipped	E534	4,725	6,736
	Gondola-Equipped	E535	78	47
	Gondola-Equipped	E540	32	34
	Gondola-Equipped	E541	120	206
	Gondola-Equipped	E544	66	10
	Gondola-Equipped	E630	117	49
	Gondola-Equipped	E631	-	298
	Gondola-Equipped	E632	-	25
	Gondola-Equipped	E634	79	62
	Gondola-Equipped	E641	-	2,254
	Gondola-Equipped	E642	429	-
	Gondola-Equipped	E700	-	35
	Gondola-Equipped	E730	1,556	3,975
	Gondola-Equipped	E731	-	29
	Gondola-Equipped	E734	136	132
	Gondola-Equipped	E735	11,192	4,607
	Gondola-Equipped	E737	-	35
	Gondola-Equipped	E830	17	188
	Gondola-Equipped	E835	-	36
	Flat-General	F102	-	80
	Flat-All Other	F111	16	-
	Flat-All Other	F113	26	-
	Flat-All Other	F115	-	50
	Flat-All Other	F116	21	122
	Flat-All Other	F122	14	-
	Flat-All Other	F123	457	48
	Flat-All Other	F126	285	549

Car-Days

Level	URCS Car Type	AAR Car Kind	System Cars Offline Car-Days 2009	Foreign Cars Online Car-Days 2009
	Flat-All Other	F142	63	658
	Flat-All Other	F144	-	489
	Flat-All Other	F145	-	17
	Flat-All Other	F146	-	25
	Flat-All Other	F154	1,529	-
	Flat-All Other	F155	-	120
	All Other Freight Cars	F172	168	513
	All Other Freight Cars	F176	-	16
	Flat-General	F201	-	10
	Flat-General	F203	-	106
	Flat-General	F206	-	8
	Flat-All Other	F214	-	5
	Flat-All Other	F216	-	20
	Flat-All Other	F222	-	46
	Flat-All Other	F223	18	282
	Flat-All Other	F226	226	700
	Flat-All Other	F241	-	5,233
	Flat-All Other	F242	727	215
	Flat-All Other	F243	1,361	1,398
	Flat-All Other	F244	-	51
	Flat-All Other	F251	-	24
	Flat-All Other	F252	122	63
	Flat-All Other	F253	84	409
	Flat-All Other	F255	396	-
	All Other Freight Cars	F272	39	19
	All Other Freight Cars	F273	-	81
	Flat-All Other	F281	-	59
	Flat-All Other	F283	-	2
	Flat-General	F302	-	61
	Flat-General	F303	-	144
	Flat-All Other	F313	-	80
	Flat-All Other	F314	52	-
	Flat-All Other	F316	-	7
	Flat-All Other	F323	-	648
	Flat-All Other	F326	670	675
	Flat-All Other	F341	-	99
	Flat-All Other	F342	278	202
	Flat-All Other	F343	846	1,017
	Flat-All Other	F351	55	34
	Flat-All Other	F352	76	170
	Flat-All Other	F353	-	517
	Flat-All Other	F383	1,524	2,193
	Flat-All Other	F401	-	11
	Flat-All Other	F403	-	452
	Flat-All Other	F404	-	85
	Flat-All Other	F405	-	25
	Flat-All Other	F411	281	-
	Flat-All Other	F413	-	188
	Flat-All Other	F414	97	11
	Flat-All Other	F423	627	802
	Flat-All Other	F426	-	402
	Flat-All Other	F431	-	154
	Flat-All Other	F433	-	138
	Flat-All Other	F435	-	18
	Flat-All Other	F441	-	173
	Flat-All Other	F443	2,522	1,320
	Flat-All Other	F444	-	1,001
	Flat-All Other	F451	9	87
	Flat-All Other	F453	-	759

Car-Days

Level	URCS Car Type	AAR Car Kind	System Cars Offline Car-Days 2009	Foreign Cars Online Car-Days 2009
	Flat-All Other	F481	-	134
	Flat-All Other	F483	16,767	37,612
	Flat-All Other	F484	2,018	-
	All Other Freight Cars	F493	-	28
	Flat-All Other	F826	308	-
	Gondola-Plain	G119	-	12
	Gondola-Plain	G314	-	24
	Gondola-Plain	G417	-	467
	Gondola-Plain	G510	417	-
	Gondola-Plain	G511	164	-
	Gondola-Plain	G512	88	424
	Gondola-Plain	G513	-	172
	Gondola-Plain	G514	-	325
	Gondola-Plain	G515	-	113
	Gondola-Plain	G516	-	1,499
	Gondola-Plain	G519	-	3,021
	Gondola-Plain	G522	-	6
	Gondola-Plain	G525	-	274
	Gondola-Plain	G534	-	20
	Gondola-Plain	G535	-	11
	Gondola-Plain	G610	20	-
	Gondola-Plain	G611	548	-
	Gondola-Plain	G621	39	-
	Gondola-Plain	G715	-	5
	Gondola-Plain	G716	-	43
	Gondola-Plain	G719	-	4,820
	Hopper-Open Top-General Service	H230	612	26
	Hopper-Open Top-General Service	H250	31	42
	Hopper-Open Top-General Service	H330	992	1
	Hopper-Open Top-General Service	H340	-	89
	Hopper-Open Top-General Service	H350	8,968	6,153
	Hopper-Open Top-General Service	H351	20,364	5,015
	Hopper-Open Top-General Service	H352	24	-
	Gondola-Plain	J301	269	570
	Gondola-Plain	J302	-	8
	Gondola-Plain	J303	-	56
	Gondola-Plain	J311	11,647	7,005
	Gondola-Plain	J312	-	179
	Hopper-Open Top-Special Service	K240	92	-
	Hopper-Open Top-Special Service	K244	1	-
	Hopper-Open Top-Special Service	K340	132	254
	Hopper-Open Top-Special Service	K341	11,211	618
	Hopper-Open Top-Special Service	K342	20	-
	Hopper-Open Top-Special Service	K344	-	145
	Hopper-Open Top-Special Service	K345	2,230	118
	Hopper-Open Top-Special Service	K346	2	38
	Hopper-Open Top-Special Service	K347	-	53
	Hopper-Open Top-Special Service	K380	2,033	-
	Hopper-Open Top-Special Service	K384	2,726	14
	All Other Freight Cars	L008	-	315
	All Other Freight Cars	L026	-	168
	All Other Freight Cars	L047	-	28
	All Other Freight Cars	L078	43	-
	All Other Freight Cars	M100	54	61
	All Other Freight Cars	M110	623	2,010
	All Other Freight Cars	M120	533	71
	All Other Freight Cars	M150	3,390	746
	All Other Freight Cars	M190	945	39
	All Other Freight Cars	M260	5	-

Car-Days

Level	URCS Car Type	AAR Car Kind	System Cars Offline Car-Days 2009	Foreign Cars Online Car-Days 2009
	All Other Freight Cars	M360	-	195
	Flat-TOFC/COFC	P380	-	175
	Flat-TOFC/COFC	P720	-	6
	Flat-TOFC/COFC	P752	-	159
	Flat-TOFC/COFC	P782	-	117
	Flat-TOFC/COFC	P823	0	-
	Flat-TOFC/COFC	P831	-	51
	Flat-TOFC/COFC	P832	-	9
	Flat-TOFC/COFC	P833	-	10
	Flat-TOFC/COFC	P834	-	0
	Flat-TOFC/COFC	P836	-	37
	Flat-TOFC/COFC	P841	-	102
	Flat-TOFC/COFC	P842	-	70
	Flat-TOFC/COFC	P852	-	28
	Flat-TOFC/COFC	P862	-	55
	Flat-TOFC/COFC	Q520	-	67
	Flat-TOFC/COFC	Q720	-	3
	Flat-TOFC/COFC	Q730	-	269
	Refrigerator-Non-Mechanical	R400	503	685
	Refrigerator-Non-Mechanical	R410	1,199	1,105
	Refrigerator-Mechanical	R460	457	10
	Refrigerator-Mechanical	R470	537	1,316
	Refrigerator-Non-Mechanical	R600	16,512	77
	Refrigerator-Non-Mechanical	R610	7	1,510
	Refrigerator-Mechanical	R660	7,922	134
	Flat-TOFC/COFC	S110	-	276
	Flat-TOFC/COFC	S130	-	7,544
	Flat-TOFC/COFC	S150	-	586
	Flat-TOFC/COFC	S160	133	565
	Flat-TOFC/COFC	S162	2,235	69
	Flat-TOFC/COFC	S170	-	67
	Flat-TOFC/COFC	S171	-	3
	Flat-TOFC/COFC	S172	-	20
	Flat-TOFC/COFC	S174	53	1,003
	Flat-TOFC/COFC	S175	15	579
	Flat-TOFC/COFC	S178	-	315
	Flat-TOFC/COFC	S312	6	1,184
	Flat-TOFC/COFC	S313	7	4,631
	Flat-TOFC/COFC	S332	78	186
	Flat-TOFC/COFC	S333	193	840
	Flat-TOFC/COFC	S340	-	29
	Flat-TOFC/COFC	S342	-	33
	Flat-TOFC/COFC	S350	-	23
	Flat-TOFC/COFC	S360	-	9
	Flat-TOFC/COFC	S367	616	2,305
	Flat-TOFC/COFC	S368	114	-
	Flat-TOFC/COFC	S450	-	219
	Flat-TOFC/COFC	S560	-	18
	Flat-TOFC/COFC	S566	17	22
	Flat-TOFC/COFC	S610	-	12,169
	Flat-TOFC/COFC	S615	-	554
	Flat-TOFC/COFC	S635	82	4,764
	Tank Under 22,000 Gallons	T054	-	22
	Tank Under 22,000 Gallons	T105	590	67
	Tank - 22,000 Gallons and Over	T107	1,274	-
	Tank - 22,000 Gallons and Over	T108	39	-
	Flat-Multi-Level	V295	3,809	8,427
	Flat-Multi-Level	V401	-	51
	Flat-Multi-Level	V411	268	2,169

Car-Days

Level	URCS Car Type	AAR Car Kind	System Cars Offline Car-Days 2009	Foreign Cars Online Car-Days 2009
	Flat-Multi-Level	V412	-	7
	Flat-Multi-Level	V413	-	8
	Flat-Multi-Level	V415	-	32
	Flat-Multi-Level	V441	-	106
	Flat-Multi-Level	V442	-	464
	Flat-Multi-Level	V443	-	34
	Flat-Multi-Level	V498	-	6
	Flat-Multi-Level	V778	-	452
	Flat-Multi-Level	V860	857	-
	Flat-Multi-Level	V941	-	548
	Flat-Multi-Level	V961	205	177
	Flat-Multi-Level	V971	4,251	3,672
	Flat-Multi-Level	V972	-	989
	Flat-Multi-Level	V973	-	50
	Flat-Multi-Level	V976	-	645
	Flat-Multi-Level	V977	-	154
	Flat-Multi-Level	V978	-	1,356
	Flat-Multi-Level	V981	-	29
	Total		452,504	446,569

410. RAILWAY OPERATING EXPENSES

(Dollars in Thousands)

State the railway operating expenses on respondent's road for the year, classifying them in accordance with the Uniform System of Accounts for Railroad Companies, and allocate the common operating expenses in accordance with the Board's rules governing the separation of such expenses between freight and passenger services.

Line No	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		WAYS & STRUCTURES ADMINISTRATION								
1		Track	51,836	12,788	8,734	19,054	92,412		92,412	1
2		Bridge & building	16,263	4,012	2,740	5,975	28,990		28,990	2
3		Signal	15,242	3,761	2,568	5,603	27,174		27,174	3
4		Communication	7,108	1,755	1,199	2,617	12,679		12,679	4
5		Other	11,182	2,758	1,883	4,109	19,932		19,932	5
		REPAIRS AND MAINTENANCE								
6		Roadway - running	38,034	440	21,069	1,099	60,642		60,642	6
7		Roadway - switching	10,041	118	5,594	291	16,044		16,044	7
8		Tunnels & subways - running			446		446		446	8
9		Tunnels & subways - switching			119		119		119	9
10		Bridges & culverts - running	12,744	960	2,803	2,454	18,961		18,961	10
11		Bridges & culverts - switching	3,380	257	743	651	5,031		5,031	11
12		Ties - running	12,004	1,729	8,589	1,397	23,719		23,719	12
13		Ties - switching	3,187	452	2,225	364	6,228		6,228	13
14		Rail & other track material - running	70,638	22,019	21,222	5,708	119,587		119,587	14
15		Rail & other track material - switching	18,774	5,698	5,698	1,525	31,695		31,695	15
16		Ballast - running	4,077	591	3,182	343	8,193		8,193	16
17		Ballast - switching	1,089	141	846	92	2,168		2,168	17
18		Road property damaged - running	(1)				(1)		(1)	18
19		Road property damaged - switching								19
20		Road property damaged - other								20
21		Signals & interlockers - running	43,826	9,034	10,914	1,710	65,484		65,484	21
22		Signals & interlockers - switching	11,648	2,312	2,898	455	17,313		17,313	22
23		Communications systems	22,103	8,916	(3,464)	15	27,570		27,570	23
24		Power systems	27	568	760		1,355		1,355	24
25		Highway grade crossings - running	1,797	73	650		2,520		2,520	25
26		Highway grade crossings - switching	479	20	175		674		674	26
27		Station & office buildings	1,414	1,791	15,903	11	19,119		19,119	27
28		Shop buildings - locomotives	2,140	1,161	6,710		10,011		10,011	28
29		Shop buildings - freight cars	611	335	1,937		2,883	N/A	2,883	29
30		Shop buildings - other equipment	1,957	1,082	6,263		9,302		9,302	30

410. RAILWAY OPERATING EXPENSES - (Continued)
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
101		Locomotive servicing facilities	1,110	838	8,757	5	10,710		10,710	101
102		Miscellaneous buildings & structures	7,874	3,237	6,104	16	17,231		17,231	102
103		Coal terminals						N/A		103
104		Ore terminals	343	3	1,069		1,415	N/A	1,415	104
105		Other marine terminals	2,891	76			2,967	N/A	2,967	105
106		TOFC/COFC terminals		15	8,147		8,162	N/A	8,162	106
107		Motor vehicle loading & distribution facilities						N/A		107
108		Facilities for other specialized service operations						N/A		108
109		Roadway machines	769	16,223	4,554	(3)	21,543		21,543	109
110		Small tools & supplies	1	29,728	2,748	3,419	35,896		35,896	110
111		Snow removal	7,764	674	508	968	9,914		9,914	111
112		Fringe benefits - running	N/A	N/A	N/A	99,845	99,845		99,845	112
113		Fringe benefits - switching	N/A	N/A	N/A	27,108	27,108		27,108	113
114		Fringe benefits - other	N/A	N/A	N/A	15,715	15,715		15,715	114
115		Casualties & insurance - running	N/A	N/A	N/A	39,150	39,150		39,150	115
116		Casualties & insurance - switching	N/A	N/A	N/A	10,239	10,239		10,239	116
117		Casualties & insurance - other	N/A	N/A	N/A	10,841	10,841		10,841	117
118	*	Lease rentals - debit -running	N/A	N/A	475	N/A	475		475	118
119	*	Lease rentals - debit -switching	N/A	N/A	127	N/A	127		127	119
120	*	Lease rentals - debit -other	N/A	N/A		N/A				120
121	*	Lease rentals - (credit) - running	N/A	N/A		N/A				121
122	*	Lease rentals - (credit) - switching	N/A	N/A		N/A				122
123	*	Lease rentals - (credit) - other	N/A	N/A		N/A				123
124		Joint facility rent - debit - running	N/A	N/A	5,106	N/A	5,106		5,106	124
125		Joint facility rent - debit - switching	N/A	N/A	1,315	N/A	1,315		1,315	125
126		Joint facility rent - debit - other	N/A	N/A	1,315	N/A	1,315		1,315	126
127		Joint facility rent - (credit) - running	N/A	N/A	(7,646)	N/A	(7,646)		(7,646)	127
128		Joint facility rent - (credit) - switching	N/A	N/A	(1,969)	N/A	(1,969)		(1,969)	128
129		Joint facility rent - (credit) - other	N/A	N/A	(1,969)	N/A	(1,969)		(1,969)	129
130	*	Other rents - debit - running	N/A	N/A	138	N/A	138		138	130
131	*	Other rents - debit - switching	N/A	N/A	95	N/A	95		95	131
132	*	Other rents - debit - other	N/A	N/A	10	N/A	10		10	132
133	*	Other rents - (credit) - running	N/A	N/A		N/A				133

410. RAILWAY OPERATING EXPENSES - (Continued)
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		REPAIRS AND MAINTENANCE - (Continued)								
134	*	Other rents - (credit) - switching	N/A	N/A		N/A				134
135	*	Other rents - (credit) - other	N/A	N/A		N/A				135
136	*	Depreciation - running	N/A	N/A		612,444	612,444		612,444	136
137	*	Depreciation - switching	N/A	N/A		162,802	162,802		162,802	137
138	*	Depreciation - other	N/A	N/A		289,754	289,754		289,754	138
139		Joint facility - debit - running	N/A	N/A	71,470	N/A	71,470		71,470	139
140		Joint facility - debit - switching	N/A	N/A	24,972	N/A	24,972		24,972	140
141		Joint facility - debit - other	N/A	N/A		N/A				141
142		Joint facility - (credit) - running	N/A	N/A	(39,364)	N/A	(39,364)		(39,364)	142
143		Joint facility - (credit) - switching	N/A	N/A	(13,105)	N/A	(13,105)		(13,105)	143
144		Joint facility - (credit) - other	N/A	N/A		N/A				144
145		Dismantling retired road property - running			6		6		6	145
146		Dismantling retired road property - switching			2		2		2	146
147		Dismantling retired road property - other								147
148		Other - running	54	93	2,508	9,646	12,301		12,301	148
149		Other - switching	19	25	680	2,618	3,342		3,342	149
150		Other - other	7	14	393	1,516	1,930		1,930	150
151		TOTAL WAY AND STRUCTURES	382,432	133,697	208,852	1,339,556	2,064,537		2,064,537	151
		EQUIPMENT								
		LOCOMOTIVES								
201		Administration	10,240	3,030	8,677	4,873	26,820		26,820	201
202	*	Repair & maintenance	153,006	95,676	404,025	904	653,611		653,611	202
203	*	Machinery repair	158	1,875	623		2,656		2,656	203
204		Equipment damaged	477	715			1,192		1,192	204
205		Fringe benefits	N/A	N/A	N/A	68,851	68,851		68,851	205
206		Other casualties & insurance	N/A	N/A	N/A	9,918	9,918		9,918	206
207	*	Lease rentals - debit	N/A	N/A	288,012	N/A	288,012		288,012	207
208	*	Lease rentals - (credit)	N/A	N/A	(1,415)	N/A	(1,415)		(1,415)	208
209		Joint facility rent - debit	N/A	N/A		N/A				209
210		Joint facility rent - (credit)	N/A	N/A		N/A				210
211	*	Other rents - debit	N/A	N/A		N/A				211
212	*	Other rents - (credit)	N/A	N/A		N/A				212
213	*	Depreciation	N/A	N/A		324,195	324,195		324,195	213
214		Joint facility - debit	N/A	N/A	5,066	N/A	5,066		5,066	214
215		Joint facility - (credit)	N/A	N/A		N/A				215
216	*	Repairs billed to others - (credit)	N/A		(91,403)	N/A	(91,403)		(91,403)	216

410. RAILWAY OPERATING EXPENSES - (Continued)
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
217		LOCOMOTIVES - (Continued) Dismantling retired property								217
218		Other		1,246	250	432	1,928		1,928	218
219		TOTAL LOCOMOTIVES	163,881	102,542	613,835	409,173	1,289,431		1,289,431	219
220		FREIGHT CARS Administration	7,006	2,075	5,939	3,336	18,356	N/A	18,356	220
221	*	Repair & maintenance	107,696	170,417	130,652	28,272	437,037	N/A	437,037	221
222	*	Machinery repair	108	1,282	426		1,816	N/A	1,816	222
223		Equipment damaged	105			20,403	20,508	N/A	20,508	223
224		Fringe benefits	N/A	N/A	N/A	47,064	47,064	N/A	47,064	224
225		Other casualties & insurance	N/A	N/A	N/A	6,956	6,956	N/A	6,956	225
226	*	Lease rentals - debit	N/A	N/A	278,858		278,858	N/A	278,858	226
227	*	Lease rentals - (credit)	N/A	N/A	(6,018)	N/A	(6,018)	N/A	(6,018)	227
228		Joint facility rent - debit	N/A	N/A		N/A		N/A		228
229		Joint facility rent - (credit)	N/A	N/A		N/A		N/A		229
230	*	Other rents - debit	N/A	N/A	263,243	N/A	263,243	N/A	263,243	230
231	*	Other rents - (credit)	N/A	N/A	(71,088)	N/A	(71,088)	N/A	(71,088)	231
232	*	Depreciation	N/A	N/A	N/A	54,950	54,950	N/A	54,950	232
233		Joint facility - debit	N/A	N/A		N/A		N/A		233
234		Joint facility - (credit)	N/A	N/A		N/A		N/A		234
235	*	Repairs billed to others - (credit)	N/A	N/A	(154,955)	N/A	(154,955)	N/A	(154,955)	235
236		Dismantling retired property						N/A		236
237		Other		854	180	293	1,327	N/A	1,327	237
238		TOTAL FREIGHT CARS	114,915	174,628	447,237	161,274	898,054	N/A	898,054	238
301		OTHER EQUIPMENT Administration	718	212	608	342	1,880		1,880	301
302	*	Repair & maintenance: Trucks, trailers, & containers - revenue service	101	11	18,264	3	18,379	N/A	18,379	302
303	*	Floating equipment - revenue service						N/A		303
304	*	Passenger & other revenue equipment	4,262	1,764			6,026		6,026	304
305	*	Computers and data processing equipment		(12)	2		(10)		(10)	305
306	*	Machinery	11	131	44		186		186	306
307	*	Work & other non-revenue equipment	6,772	1,097	6,564	157	14,590		14,590	307
308		Equipment damaged			20,688	866	21,554		21,554	308
309		Fringe benefits	N/A	N/A	N/A	3,425	3,425		3,425	309
310		Other casualties & insurance	N/A	N/A	N/A	1,061	1,061		1,061	310
311	*	Lease rentals - debit	N/A	N/A	15,698		15,698		15,698	311
312	*	Lease rentals - (credit)	N/A	N/A						312

410. RAILWAY OPERATING EXPENSES - (Continued)
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		OTHER EQUIPMENT (Continued)								
313		Joint facility rent - debit	N/A	N/A		N/A				313
314		Joint facility rent - (credit)	N/A	N/A		N/A				314
315		Other rents - debit	N/A	N/A		N/A				315
316		Other rents - (credit)	N/A	N/A	(48)	N/A	(48)		(48)	316
317		Depreciation	N/A	N/A	N/A	117,896	117,896		117,896	317
318		Joint facility - debit	N/A	N/A	230	N/A	230		230	318
319		Joint facility - (credit)	N/A	N/A	(4,870)	N/A	(4,870)		(4,870)	319
320		Repairs billed to others - (credit)	N/A	N/A		N/A				320
321		Dismantling retired property								321
322		Other		88	18	31	137		137	322
323		TOTAL OTHER EQUIPMENT	11,864	3,291	57,198	123,781	196,134		196,134	323
324		TOTAL EQUIPMENT	290,660	280,461	1,118,270	694,228	2,383,619		2,383,619	324
		TRANSPORTATION								
		TRAIN OPERATIONS								
401		Administration	88,723	5,706	34,224	12,329	140,982		140,982	401
402		Engine crews	475,050	17	56,586	15	531,668		531,668	402
403		Train crews	464,448	31	59,159	65	523,703		523,703	403
404		Dispatching trains	44,121		(181)		43,940		43,940	404
405		Operating signals & interlockers		(5)	5,536		5,531		5,531	405
406		Operating drawbridges	3,575	1			3,576		3,576	406
407		Highway crossing protection			7,594		7,594		7,594	407
408		Train inspection & lubrication	52,215				52,215		52,215	408
409		Locomotive fuel		2,184,047			2,184,047		2,184,047	409
410		Electric power produced or purchased for motive power								410
411		Servicing locomotives	46,118	717	(8,256)		38,579		38,579	411
412		Freight lost or damaged - solely related	N/A	N/A	N/A					412
413		Clearing wrecks								413
414		Fringe benefits	N/A	N/A	N/A	416,123	416,123		416,123	414
415		Other casualties & insurance	N/A	N/A	N/A	68,640	68,640		68,640	415
416		Joint facility - debit	N/A	N/A	3,717	N/A	3,717		3,717	416
417		Joint facility - (credit)	N/A	N/A	(947)	N/A	(947)		(947)	417
418		Other	10	1,813	490,511	4,701	497,035		497,035	418
419		TOTAL TRAIN OPERATIONS	1,174,260	2,192,327	647,943	501,873	4,516,403		4,516,403	419
		YARD OPERATIONS								
420		Administration	8,067	628	3,111	1,127	12,933		12,933	420
421		Switch crews	239,394	51	41,655		281,100		281,100	421

410. RAILWAY OPERATING EXPENSES - (Continued)
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		YARD OPERATIONS (Continued)								
422		Controlling operations	32,990		836		33,826		33,826	422
423		Yard and terminal clerical	49	515	955	380	1,899		1,899	423
424		Operating switches, signals, retarders, & humps								424
425		Locomotive fuel		78,745			78,745		78,745	425
426		Electric power electric power produced or purchased for motive power								426
427		Servicing locomotives	9,328				9,328		9,328	427
428		Freight lost or damaged - solely related	N/A	N/A	N/A					428
429		Clearing wrecks			46,362		46,362		46,362	429
430		Fringe benefits	N/A	N/A	N/A	113,721	113,721		113,721	430
431		Other casualties & insurance	N/A	N/A	N/A	16,902	16,902		16,902	431
432		Joint facility - debit	N/A	N/A	16,581		16,581		16,581	432
433		Joint facility - (credit)	N/A	N/A	(166)		(166)		(166)	433
434		Other		39	246		285		285	434
435		TOTAL YARD OPERATIONS	289,828	79,978	109,580	132,130	611,516		611,516	435
		TRAIN & YARD OPERATIONS COMMON:								
501		Cleaning car interiors	2,240	30	3,947	N/A	6,217		6,217	501
502		Adjusting & transferring loads			6,219	N/A	6,219	N/A	6,219	502
503		Car loading devices & grain docks				N/A		N/A		503
504		Freight lost or damaged - all other	N/A	N/A	N/A	20,306	20,306		20,306	504
505		Fringe benefits	N/A	N/A	N/A	961	961		961	505
506		TOTAL TRAIN & YARD OPERATIONS COMMON:	2,240	30	10,166	21,267	33,703		33,703	506
		SPECIALIZED SERVICE OPERATIONS								
507	*	Administration	2,023	127	776	279	3,205	N/A	3,205	507
508	*	Pickup & delivery and marine line haul			17,116	171	17,287	N/A	17,287	508
509	*	Loading & unloading and local marine		14,165	265,284	211	279,660	N/A	279,660	509
510	*	Protective services	729	6,891	382	271	8,273	N/A	8,273	510
511	*	Freight lost or damaged - solely related	N/A	N/A	N/A			N/A		511
512	*	Fringe benefits	N/A	N/A	N/A	1,093	1,093	N/A	1,093	512
513	*	Casualties & insurance	N/A	N/A	N/A	300	300	N/A	300	513
514	*	Joint facility - debit	N/A	N/A		N/A		N/A		514
515	*	Joint facility - (credit)	N/A	N/A		N/A		N/A		515
516	*	Other						N/A		516
517	*	TOTAL SPECIALIZED SERVICE OPERATIONS	2,752	21,183	283,558	2,325	309,818	N/A	309,818	517

410. RAILWAY OPERATING EXPENSES - (Continued)
(Dollars in Thousands)

Line No.	Cross Check	Name of railway operating expense account (a)	Salaries & Wages (b)	Material, tools, supplies, fuels, & lubricants (c)	Purchased services (d)	General (e)	Total freight expense (f)	Passenger (g)	Total (h)	Line No.
		ADMINISTRATIVE support OPERATIONS:								
518		Administration	102,833	6,612	39,665	15,194	164,304		164,304	518
519		Employees performing clerical & accounting functior	14,141	566	2,746	289	17,742		17,742	519
520		Communication systems operations	629	148	16,956		17,733		17,733	520
521		Loss & damage claims processing								521
522		Fringe benefits	N/A	N/A	N/A	35,783	35,783		35,783	522
523		Casualties & insurance	N/A	N/A	N/A	7,351	7,351		7,351	523
524		Joint facility - debit	N/A	N/A		N/A				524
525		Joint facility - (credit)	N/A	N/A		N/A				525
526		Other		400	320		720		720	526
527		TOTAL ADMINISTRATIVE support OPERATIONS	117,603	7,726	59,687	58,617	243,633		243,633	527
528		TOTAL TRANSPORTATION	1,586,683	2,301,244	1,110,934	716,212	5,715,073		5,715,073	528
		GENERAL AND ADMINISTRATIVE								
601		Officers - general administration	15,029	1,579	51,225	28,248	96,081		96,081	601
602		Accounting, auditing, & finance	39,169	759	8,100	1,839	49,867		49,867	602
603		Management services & data processing	22,515	68	90,247	1,102	113,932		113,932	603
604		Marketing	28,994	1,133	7,003	4,835	41,965		41,965	604
605		Sales	29,205	1,133	7,011	4,886	42,235		42,235	605
606		Industrial development	2,353	22	1,965	652	4,992	N/A	4,992	606
607		Personnel & labor relations	20,802	(3)	880	439	22,118		22,118	607
608		Legal & secretarial	15,161	878	53,305	3,029	72,373		72,373	608
609		Public relations & advertising	1,827	3,127	595	2,714	8,263		8,263	609
610		Research & development								610
611		Fringe benefits	N/A	N/A	N/A	123,365	123,365		123,365	611
612		Casualties & insurance	N/A	N/A	N/A	1,380	1,380		1,380	612
613		Writedown of uncollectible accounts	N/A	N/A	N/A	17,914	17,914		17,914	613
614		Property taxes	N/A	N/A	N/A	206,845	206,845		206,845	614
615		Other taxes except on corporate income or payroll	N/A	N/A	N/A	3,838	3,838		3,838	615
616		Joint facility - debit	N/A	N/A	6,273		6,273		6,273	616
617		Joint facility - (credit)	N/A		(1,592)		(1,592)		(1,592)	617
618		Other	18,572		13,853	10,350	42,775		42,775	618
619		TOTAL GENERAL AND ADMINISTRATIVE	193,627	8,696	238,865	411,436	852,624		852,624	619
620	*	TOTAL CARRIER OPERATING EXPENSE	2,453,402	2,724,098	2,676,921	3,161,432	11,015,853		11,015,853	620

414. RENTS FOR INTERCHANGED FREIGHT TRAIN CARS AND OTHER FREIGHT CARRYING EQUIPMENT

(Dollars in Thousands)

1 Report freight expenses only.
2 Report in this supporting schedule rental information by car type and other freight-carrying equipment relating to the interchange of railroad owned or leased equipment and privately owned equipment (Reporting for leased equipment covers equipment with the carrier's own railroad markings.)
3. The gross amounts receivable and payable for freight-train cars (line 19, columns (b) through (d), and line 19, columns (e) through (g), respectively) should balance with Schedule 410, column (f) lines 231 (credits) and 230 (debits) Trailer and container rentals in this schedule are included in Schedule 410, column (f) lines 315 and 316. However, the trailer and container rentals in this schedule will not balance to lines 315 and 316 of Schedule 410 because those lines include rents for "Other Equipment" which is reported in Schedule 415, column (f) The balancing of Schedules 410, 414, and 415 "Other Equipment" is outlined in note 6 to Schedule 415
4 Report in columns (b) and (e) rentals for private-line cars (whether under railroad control or not) and shipper owned cars
5. Report in columns (c), (d), (f), and (g) rentals for railroad owned cars prescribed by the Board in Ex Parte No 334, for which rentals are settled on a combination mileage and time basis (basic per diem). Include railroad owned per diem tank cars on line 17.
NOTE. Mechanical designations for each car type are shown in Schedule 710

Line No.	Cross Check	Type of Equipment (a)	GROSS AMOUNTS RECEIVABLE Per Diem Basis: Private Line Cars (b)	Mileage (c)	Time (d)	GROSS AMOUNTS PAYABLE Per Diem Basis: Private Line Cars (e)	Mileage (f)	Time (g)	Line No
		CAR TYPES							
1		Box - Plain 40 Foot	-						1
2		Box - Plain 50 Foot and Longer	-	-	1	1,399	897	1,104	2
3		Box - Equipped	-	2,541	4,463	11,067	9,937	12,283	3
4		Gondola - Plain	-	652	592	2,274	706	970	4
5		Gondola - Equipped	-	1,172	2,323	2	3,641	3,162	5
6		Hopper - Covered	-	12,472	14,141	13,121	4,525	8,530	6
7		Hopper - Open Top - General Service	-	588	1,622	1	348	650	7
8		Hopper - Open Top - Special Service	-	4,233	1,753	17	94	104	8
9		Refrigerator - Mechanical	-	1,052	1,733	3	105	138	9
10		Refrigerator - Nonmechanical	-	1,182	1,518	2	489	746	10
11		Flat - TOFC/COFC	-	4,365	8,352	106,189	5,041	7,889	11
12		Flat - Multi-Level	-	1,180	2,233	20,407	1,702	5,002	12
13		Flat - General Service	-	5	14	38	52	41	13
14		Flat - Other	-	1,338	1,337	18,153	3,091	1,873	14
15		Tank - Under 22,000 Gallons	-	-	10	2,375	-	-	15
16		Tank - 22,000 Gallons and Over	-	4	25	375	-	-	16
17		All Other Freight Cars	-	7	35	3	57	300	17
18		Auto Racks	-	-	145	13,767	-	573	18
19		TOTAL FREIGHT TRAIN CARS	-	30,791	40,297	189,193	30,685	43,365	19
		OTHER FREIGHT CARRYING EQUIPMENT							
20		Refrigerated Trailers	-	-	-	-	-	-	20
21		Other Trailers	-	-			-	(48)	21
22		Refrigerated Containers	-	-	-	-	-	-	22
23		Other Containers	-	-	-	-	-	-	23
24	*	TOTAL TRAILERS AND CONTAINERS	-	-	-	-	-	(48)	24
25		GRAND TOTAL (Lines 19 and 24)	-	30,791	40,297	189,193	30,685	43,317	25

415. SUPPORTING SCHEDULE - EQUIPMENT

(Dollars in Thousands)

Line No.	Cross Check	Types of equipment (a)	Repairs (net expense) (b)	Depreciation Owned (c)	Depreciation Capitalized lease (d)	Amortization Adjustment net during year (e)	Line No.
		LOCOMOTIVES					
1		Diesel Locomotives - Yard	28,110	3,925			1
2		Diesel Locomotives - Road	534,098	206,243	85,735		2
3		Other Locomotives - Yard		23,947			3
4		Other Locomotives - Road					4
5	*	TOTAL LOCOMOTIVES	562,208	234,115	85,735		5
		FREIGHT TRAIN CARS					
6		Box - Plain 40 foot		2			6
7		Box - Plain 50 foot and longer	1,185	14			7
8		Box - Equipped	19,656	3,814			8
9		Gondola - Plain	53,778	3,166			9
10		Gondola - Equipped	12,183	2,932			10
11		Hopper - Covered	82,280	10,026	3,615		11
12		Hopper - Open Top - General Service	7,896	3,462			12
13		Hopper - Open Top - Special Service	24,111	1,263	215		13
14		Refrigerator - Mechanical	3,158	341			14
15		Refrigerator - Nonmechanical	1,636	2,916			15
16		Flat - TOFC/COFC	20,192	582	2,138		16
17		Flat - Multi-level	169	(152)	1,677		17
18		Flat - General Service	5,697	49			18
19		Flat - Other	12,747	2,529	938		19
20		All Other Freight Cars	36,858	247			20
21		Cabooses	282	466			21
22		Auto Racks		3,978			22
23		Miscellaneous Accessories -	254	7,759			23
24	*	TOTAL FREIGHT TRAIN CARS	282,082	43,394	8,583		24
		OTHER EQUIPMENT - REVENUE FREIGHT HIGHWAY EQUIPMENT					
25		Refrigerated Trailers	1,103				25
26		Other Trailers	4,411				26
27		Refrigerated Containers					27
28		Other Containers	1,287				28
29		Bogies					29
30		Chassis	11,578	(892)			30
31		Other Highway Equipment (Freight)					31
32	*	TOTAL HIGHWAY EQUIPMENT	18,379	(892)			32
		FLOATING EQUIPMENT - REVENUE SERVICE					
33.		Marine Line-Haul					33
34		Local Marine					34
35	*	TOTAL FLOATING EQUIPMENT					35
36	*	OTHER EQUIPMENT Passenger & Other Revenue Equipment (Freight Portion)	6,026				36
37	*	Computer Systems & Word Processing Equip.	(10)	65,869			37
38	*	Machinery - Locomotives	2,656	4,345			38
39	*	Machinery - Freight Cars	1,816	2,973			39
40	*	Machinery - Other Equipment	186	305			40
41	*	Work and Other Nonrevenue Equipment	14,590	3,276	49,338		41
42		TOTAL OTHER EQUIPMENT	25,264	76,768	49,338		42
43		TOTAL ALL EQUIPMENT (FREIGHT PORTION)	887,933	353,385	143,656		43

415. SUPPORTING SCHEDULE - EQUIPMENT - (Continued)

Line No.	Cross Check	Lease & rentals (net) (f)	Investment base as of 12/31 Owned (g)	Investment base as of 12/31 Capitalized lease (h)	Accumulated depreciation as of 12/31 Owned (i)	Accumulated depreciation as of 12/31 Capitalized lease (j)	Line No.
1			55,693		23,918		1
2		286,597	2,878,004	1,733,630	1,192,967	586,403	2
3			149,361		145,938		3
4							4
5	*	286,597	3,083,058	1,733,630	1,362,823	586,403	5
6			65		21		6
7			124		144		7
8		11,232	104,046		40,346		8
9			79,851		33,484		9
10		35,382	114,828		31,011		10
11		87,197	372,493	142,276	75,200	6,609	11
12			114,746		36,616		12
13		21,894	46,561	9,634	10,972	447	13
14			8,315		3,606		14
15		10,168	90,756		30,847		15
16		73,942	51,827	67,195	7,068	2,050	16
17			8,114	69,863	(886)	1,608	17
18			1,823		515		18
19		15,024	28,688	32,751	16,330	1,949	19
20		2,123	13,609		2,617		20
21			11,819		4,925		21
22		15,878	49,049		42,077		22
23			107,007		82,072		23
24	*	272,840	1,203,721	321,719	416,965	12,663	24
25							25
26		(16)					26
27							27
28		2,627	7,707				28
29							29
30		13,087	7,447		10,378		30
31							31
32	*	15,698	15,154		10,378		32
33							33
34							34
35	*						35
36	*						36
37	*		664,299		340,119		37
38	*		129,768		57,988		38
39	*		88,789		39,676		39
40	*		9,107		4,069		40
41	*		371,623	272,018	153,625	144,062	41
42			1,263,586	272,018	595,477	144,062	42
43		575,135	5,565,519	2,327,367	2,385,643	743,128	43

(1) Data reported on lines 38, 39, and 40 in columns (g) and (h) are investment recorded in property account 44, allocated to locomotives, freight cars, and other equipment.

(2) Depreciation reported on lines 38, 39, and 40 in column (c) is calculated by multiplying the investment in each element by the effective composite rate for property account 44, and then adding or subtracting the adjustment reported in column (e). This calculation should equal the amount shown in column (c), Schedule 335.

710. INVENTORY OF EQUIPMENT
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year: Units Installed: New units purchased or built (c)	Changes During the Year: Units Installed: New units leased from others (d)	Changes During the Year: Units Installed: Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	Changes During the Year: Units Installed: All other units including reclassification and second hand units purchased or leased from others (f)	Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year: Owned and used (h)	Units at Close of Year: Leased from others (i)	Units at Close of Year: Total in service of respondent [col (h) & (i)] (j)	Units at Close of Year: Aggregate capacity of units reported in col (j) (See Ins. 7) (k)	Units at Close of Year: Leased to others (l)	Line No
		Locomotive Units										(HP)		
1		Diesel-freight units	5,172	331				166	2,750	2,587	5,337	22,071,917		1
2		Diesel-passenger units												2
3		Diesel-multiple purpose units	1,088				145	41	1,000	192	1,192	2,665,796		3
4		Diesel-switching units	175					19	148	8	156	213,200		4
5	*	TOTAL (lines 1 to 4) units	6,435	331			145	226	3,898	2,787	6,685	24,950,913		5
6	*	Electric locomotives												6
7	*	Other self-powered units	4							4	4	4,800		7
8	*	TOTAL (lines 5, 6, and 7)	6,439	331			145	226	3,898	2,791	6,689	24,955,713		8
9	*	Auxiliary units	71					1	70		70	N/A		9
10	*	TOTAL LOCOMOTIVE UNITS (lines 8 and 9)	6,510	331			145	227	3,968	2,791	6,759	24,955,713		10

DISTRIBUTION OF LOCOMOTIVE UNITS IN SERVICE OF RESPONDENT AT CLOSE OF YEAR BUILT, DISREGARDING YEAR OF REBUILDING

Line No.	Cross Check	Type or design of units (a)	Before Jan 1,1985 (b)	Between Jan 1, 1985 and Dec 31, 1989 (c)	Between Jan 1, 1990 and Dec 31, 1994 (d)	Between Jan 1, 1995 and Dec 31, 1999 (e)	Between Jan 1, 2000 and Dec 31, 2004 (f)	During Calendar Year: 2005 (g)	During Calendar Year: 2006 (h)	During Calendar Year: 2007 (i)	During Calendar Year: 2008 (j)	During Calendar Year: 2009 (k)	During Calendar Year: TOTAL (l)	Line No
11	*	Diesel	1,415	291	669	1,279	1,335	329	411	277	347	332	6,685	11
12	*	Electric												12
13	*	Other self-powered units				4							4	13
14	*	TOTAL (lines 11 to 13)	1,415	291	669	1,283	1,335	329	411	277	347	332	6,689	14
15	*	Auxiliary units	42	18	10								70	15
16	*	TOTAL LOCOMOTIVE UNITS (lines 14 and 15)	1,457	309	679	1,283	1,335	329	411	277	347	332	6,759	16

710. INVENTORY OF EQUIPMENT (Continued)
UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Type or design of units (a)	Units in service of respondent at beginning of year (b)	Changes During the Year: Units Installed: New units purchased or built (c)	New units leased from others (d)	Rebuilt units acquired and rebuilt units rewritten into property accounts (e)	All other units including reclassification and second hand units purchased or leased from others (f)	Units retired from service of respondent whether owned or leased, including reclassification (g)	Units at Close of Year: Owned and used (h)	Leased from others (i)	Total in service of respondent [col (h) & (i)] (j)	Aggregate capacity of units reported in col (j) (See Ins 7) (k)	Leased to others (l)	Line No
		Passenger-Train Cars												
		Non-Self-Propelled												
17		Coaches (PA, PB, PBO)	91							91	91	13,087		17
18		Combined cars (All class C, except CSB)												18
19		Parlor cars (PBC, PC, PL, PO)												19
20		Sleeping cars (PS, PT, PAS, PDS)												20
21		Dining, grill, & tavern cars (All class D, PD)												21
22		Nonpassenger carrying cars (All class B, CSB, M, PSA, IA)												22
23		TOTAL (Lines 17 to 22)	91							91	91	13,087		23
		Self-Propelled												
24		Electric passenger cars (EP, ET)												24
25		Electric combined cars (EC)												25
26		Internal combustion rail motorcars (ED, EG)												26
27		Other self-propelled cars (Specify types)												27
28		TOTAL (Lines 24 to 27)												28
29		TOTAL (Lines 23 and 28)	91							91	91	13,087		29
		Company Service Cars												
30		Business cars (PV)	37			2		2	37		37	N/A		30
31		Board outfit cars (MWX)	69					5	64		64	N/A		31
32		Derrick & snow removal cars (MWU, MWV, MWW, MWK)	92						92		92	N/A		32
33		Dump and ballast cars (MWB, MWD)	1,410	54		10	122	31	1,289	276	1,565	N/A		33
34		Other maintenance and service equipment cars	2,891	217		22	6	257	2,781	98	2,879	N/A		34
35		TOTAL (Lines 30 to 34)	4,499	271		34	128	295	4,263	374	4,637	N/A		35

710. INVENTORY OF EQUIPMENT - Continued

Instructions for reporting freight-train car data.

1 Give particulars of each of the various classes of equipment which respondent owned or leased during the year

2 In Column (d) give the number of units purchased or built in company shops. In Column (e) give the number of new units leased from others. The term "new" means a unit placed in service for the first time on any railroad

3 Units leased to others for a period of one year or more are reportable in Column (n) Units temporarily out of respondent's service and rented to others for less than one year are to be included in Column (i). Units rented from others for a period less than one year should not be included in Column (j)

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year: Time-mileage cars (b)	Units in service of respondent at beginning of year: All Others (c)	Changes during the year: Units installed: New units purchased or built (d)	Changes during the year: Units installed: New or rebuilt units leased from others (e)	Changes during the year: Units installed: Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	Changes during the year: Units installed: All other units, including reclassification and second hand units purchased or leased from others (g)	Line No
36		FREIGHT TRAIN CARS Plain box cars - 40' (B1__, B2__)	17						36
37		Plain box cars - 50' and longer (B3_0-7, B4_0-7, B5__, B6__ B7__, B8__)	5						37
38		Equipped box cars (All Code A, Except A_5_)	6,123				5		38
39		Plain gondola cars (All Codes G & J, J__1, J__2, J__3, J__4)	7,926						39
40		Equipped gondola cars (All Code E)	6,559						40
41		Covered hopper cars (C__1, C__2, C__3, C__4)	35,381		381		19		41
42		Open top hopper cars - general service (All Code H)	6,141			144			42
43		Open top hopper cars - special service (J__O), and All Code K)	4,905		167				43
44		Refrigerator cars - mechanical (R_5_, R_6_, R_7_, R_8_, R_9_)	1,390						44
45		Refrigerator cars - nonmechanical (R_0_, R_1_, R_2_)	2,554						45
46		Flat cars - TOFC/COFC (All Code P, Q, & S, Except Q8_)	5,820			260			46
47		Flat cars - multilevel (All Code V)	618		152		17		47
48		Flat cars - general service (F10_, F20_, F30_)	148						48
49		Flat cars - other (F_1_, F_2_, F_3_, F_4_, F_5_, F_6_, F_8_, F40_)	4,105			139			49
50		Tank cars - under 22,000 gal. (T__0, T__1, T__2, T__3, T__4, T__5)	114						50
51		Tank cars - 22,000 gal and over (T__6, T__7, T__8, T__9)	333						51
52		All other freight cars (A_5_, F_7_, All Code L & Q8__)	180						52
53		TOTAL (Lines 36 to 52)	82,319		700	543	41		53
54		Caboose (All Code M-930)	N/A	236					54
55		TOTAL (Lines 53 and 54)	82,319	236	700	543	41		55

710. INVENTORY OF EQUIPMENT - Continued

4 Column (m) should show aggregate capacity for all units reported in Columns (k) and (l), as follows For freight-train cars, report the nominal capacity (in tons of 2,000 lbs) as provided for in Rule 86 of the AAR Code of Rules Governing Cars in Interchange Convert the capacity of tank cars to capacity in tons of the commodity which the car is intended to customarily carry

5. Time-mileage cars refers to freight cars, other than cabooses, owned or held under lease arrangement, whose interline rental is settled on a per diem and line haul mileage basis under "Code of Car Hire Rules" or would be so settled if used by another railroad

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No	Cross Check	Changes during year (concluded)	Units at close of year						Line No.
		Units retired from service of respondent whether owned or leased including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col. (i) & (j)) Time-mileage cars (k)	Total in service of respondent (col. (i) & (j)) All Others (l)	Aggregate capacity of units reported in col (k) & (l) (see ins 4) (m)	Leased to Others (n)	
36			17		17		1,019		36
37		1	4		4		271		37
38		656	3,863	1,609	5,472		486,352		38
39		55	1,994	5,877	7,871		916,502		39
40		871	4,268	1,420	5,688		560,239		40
41		1,903	16,508	17,370	33,878		3,632,899		41
42		258	5,673	354	6,027		587,501		42
43		71	1,297	3,704	5,001		565,162		43
44		110	287	993	1,280		109,110		44
45		181	2,373		2,373		192,995		45
46		96	596	5,388	5,984		1,506,495		46
47		78	709		709		35,243		47
48		17	131		131		9,846		48
49		180	2,182	1,882	4,064		378,985		49
50		3	111		111		8,608		50
51		11	247	75	322		30,585		51
52		14	166		166		12,476		52
53		4,505	40,426	38,672	79,098		9,044,288		53
54		5	231		N/A	231	N/A		54
55		4,510	40,657	38,672	79,098	231	9,044,288		55

710. INVENTORY OF EQUIPMENT - Continued

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No.	Cross Check	Class of equipment and car designations (a)	Units in service of respondent at beginning of year: Per diem (b)	Units in service of respondent at beginning of year: All Others (c)	Changes during the year: Units installed: New units purchased or built (d)	Changes during the year: Units installed: New units leased from others (e)	Changes during the year: Units installed: Rebuilt units acquired and rebuilt units rewritten into property accounts (f)	Changes during the year: Units installed: All other units, including reclassification and second hand units purchased or leased from others (g)	Line No.
		FLOATING EQUIPMENT							
56		Self-propelled vessels (tugboats, car ferries, etc)	N/A						
57		Non-self-propelled vessels (car floats, lighters, etc.)	N/A						
58		TOTAL (Lines 56 and 57)	N/A						
		HIGHWAY REVENUE EQUIPMENT							
59		Chassis (Z1_, Z67_, Z68_, Z_69_)		11,336					59
60		Dry van (U2_, Z_, Z6_, I-6)		4,441					60
61		Flat bed (U3__, Z3__)							61
62		Open bed (U4__, Z4__)							62
63		Mechanical refrigerator (U5_, Z5_)							63
64		Bulk hopper (U0__, Z0__)							64
65		Insulated (U7__, Z7__)							65
66		Tank (Z0__, U6__) (See note)							66
67		Other trailer and container (Special equipped dry van U9__, Z8__, Z9__)							67
68		Tractor							68
69		Truck							69
70		TOTAL (Lines 59 to 69)		15,777					70

NOTES AND REMARKS

Note: Line 66 (Tank) must have fitting code "CN" to qualify as a tank, otherwise it is a bulk hopper

710. INVENTORY OF EQUIPMENT - Concluded

UNITS OWNED, INCLUDED IN INVESTMENT ACCOUNT, AND LEASED FROM OTHERS

Line No	Cross Check	Changes during year (concluded)	Units at close of year						Line No
		Units retired from service of respondent whether owned or leased including reclassification (h)	Owned and used (i)	Leased from others (j)	Total in service of respondent (col (i) & (j)) Per diem (k)	Total in service of respondent (col (i) & (j)) All Others (l)	Aggregate capacity of units reported in col (k) & (l) (see ins. 4) (m)	Leased to Others (n)	
									56
									57
									58
59		5,302	958	5,076		6,034	392,210		59
60		3,666	775			775	52,080		60
61									61
62									62
63									63
64									64
65									65
66									66
67									67
68									68
69									69
70		8,968	1,733	5,076		6,809	444,290		70

NOTES AND REMARKS

755. RAILROAD OPERATING STATISTICS

Line No	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No
1		1 Miles of Road Operated (A)	32,140		1
2		2 Train Miles - Running (B)			2
		2-01 Unit Trains	53,342,080	XXXXXX	
3		2-02 Way Trains	5,905,936	XXXXXX	3
4		2-03 Through Trains	80,389,561		4
5		2-04 TOTAL TRAIN MILES (Lines 2-4)	139,637,577		5
6		2-05 Motorcars (C)			6
7		2-07 TOTAL ALL TRAINS (Lines 5 and 6)	139,637,577		7
8		3 Locomotive Unit Miles (D) Road Service (E)			8
		3-01 Unit Trains	174,597,005	XXXXXX	
9		3-02 Way Trains	13,014,671	XXXXXX	9
10		3-03 Through Trains	269,221,113		10
11		3-04 TOTAL (Lines 8-10)	456,832,789		11
12		3-11 Train Switching (F)	3,461,632	XXXXXX	12
13		3-21 Yard Switching (G)	12,995,055		13
14		3-31 TOTAL ALL SERVICES (Lines 11-13)	473,289,476		14
15		4 Freight Car-Miles (thousands) (H) 4-01 RR Owned and Leased Cars - Loaded			15
		4-010 Box-Plain 40-Foot	2	XXXXXX	
16		4-011 Box-Plain 50-Foot and Longer	8,668	XXXXXX	16
17		4-012 Box-Equipped	148,635	XXXXXX	17
18		4-013 Gondola-Plain	336,390	XXXXXX	18
19		4-014 Gondola-Equipped	55,479	XXXXXX	19
20		4-015 Hopper-Covered	640,839	XXXXXX	20
21		4-016 Hopper-Open Top-General Service	50,168	XXXXXX	21
22		4-017 Hopper-Open Top-Special Service	115,973	XXXXXX	22
23		4-018 Refrigerator-Mechanical	20,576	XXXXXX	23
24		4-019 Refrigerator-Non-Mechanical	39,387	XXXXXX	24
25		4-020 Flat-TOFC/COFC	535,797	XXXXXX	25
26		4-021 Flat-Multi-Level	36,728	XXXXXX	26
27		4-022 Flat-General Service	225	XXXXXX	27
28		4-023 Flat-All Other	68,877	XXXXXX	28
29		4-024 All Other Car Types-Total	19,394	XXXXXX	29
30		4-025 TOTAL (Lines 15-29)	2,077,118	XXXXXX	30

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No	Cross Check	Item Description (a)		Freight Train (b)	Passenger Train (c)	Line No
		4-11	RR Owned and Leased Cars - Empty			
31		4-110	Box-Plain 40-Foot	16	XXXXXX	31
32		4-111	Box-Plain 50-Foot and Longer	7,169	XXXXXX	32
33		4-112	Box-Equipped	120,063	XXXXXX	33
34		4-113	Gondola-Plain	345,930	XXXXXX	34
35		4-114	Gondola-Equipped	59,416	XXXXXX	35
36		4-115	Hopper-Covered	621,014	XXXXXX	36
37		4-116	Hopper-Open Top-General Service	58,643	XXXXXX	37
38		4-117	Hopper-Open Top-Special Service	120,793	XXXXXX	38
39		4-118	Refrigerator-Mechanical	11,677	XXXXXX	39
40		4-119	Refrigerator-Non-Mechanical	26,319	XXXXXX	40
41		4-120	Flat-TOFC/COFC	55,081	XXXXXX	41
42		4-121	Flat-Multi-Level	11,109	XXXXXX	42
43		4-122	Flat-General Service	888	XXXXXX	43
44		4-123	Flat-All Other	70,025	XXXXXX	44
45		4-124	All Other Car Types-Total	20,443	XXXXXX	45
46		4-125	TOTAL (Lines 31-45)	1,528,586	XXXXXX	46
		4-13	Private Line Cars - Loaded (H)			
47		4-130	Box-Plain 40-Foot		XXXXXX	47
48		4-131	Box-Plain 50-Foot and Longer	2,892	XXXXXX	48
49		4-132	Box-Equipped	27,906	XXXXXX	49
50		4-133	Gondola-Plain	1,066,020	XXXXXX	50
51		4-134	Gondola-Equipped	11,010	XXXXXX	51
52		4-135	Hopper-Covered	376,066	XXXXXX	52
53		4-136	Hopper-Open Top-General Service	75,344	XXXXXX	53
54		4-137	Hopper-Open Top-Special Service	732,658	XXXXXX	54
55		4-138	Refrigerator-Mechanical	7,465	XXXXXX	55
56		4-139	Refrigerator-Non-Mechanical	757	XXXXXX	56
57		4-140	Flat-TOFC/COFC	658,126	XXXXXX	57
58		4-141	Flat-Multi-Level	137,772	XXXXXX	58
59		4-142	Flat-General Service	39	XXXXXX	59
60		4-143	Flat-All Other	32,804	XXXXXX	60
61		4-144	Tank Under 22,000 Gallons	142,759	XXXXXX	61
62		4-145	Tank - 22,000 Gallons and Over	339,395	XXXXXX	62
63		4-146	All Other Car Types-Total	16,998	XXXXXX	63
64		4-147	TOTAL (Lines 47-63)	3,628,009	XXXXXX	64

755. RAILROAD OPERATING STATISTICS - (Continued)

Line No	Cross Check	Item Description (a)		Freight Train (b)	Passenger Train (c)	Line No
		4-15	Private Line Cars - Empty (H)			
65		4-150	Box-Plain 40-Foot		XXXXXX	65
66		4-151	Box-Plain 50-Foot and Longer	1,427	XXXXXX	66
67		4-152	Box-Equipped	11,399	XXXXXX	67
68		4-153	Gondola-Plain	1,101,261	XXXXXX	68
69		4-154	Gondola-Equipped	11,556	XXXXXX	69
70		4-155	Hopper-Covered	386,251	XXXXXX	70
71		4-156	Hopper-Open Top-General Service	78,063	XXXXXX	71
72		4-157	Hopper-Open Top-Special Service	755,071	XXXXXX	72
73		4-158	Refrigerator-Mechanical	7,288	XXXXXX	73
74		4-159	Refrigerator-Non-Mechanical	794	XXXXXX	74
75		4-160	Flat-TOFC/COFC	72,560	XXXXXX	75
76		4-161	Flat-Multi-Level	32,107	XXXXXX	76
77		4-162	Flat-General Service	147	XXXXXX	77
78		4-163	Flat-All Other	30,186	XXXXXX	78
79		4-164	Tank Under 22,000 Gallons	151,190	XXXXXX	79
80		4-165	Tank - 22,000 Gallons and Over	380,107	XXXXXX	80
81		4-166	All Other Car Types-Total	12,170	XXXXXX	81
82		4-167	TOTAL (Lines 65-81)	3,031,577	XXXXXX	82
83		4-17	Work Equipment and Company Freight Car-Miles	72,138	XXXXXX	83
84		4-18	No Payment Car-Miles (I) <1>		XXXXXX	84
		4-19	Total Car-Miles by Train Type (Note)			
85		4-191	Unit Trains	6,043,229	XXXXXX	85
86		4-192	Way Trains	168,589	XXXXXX	86
87		4-193	Through Trains	4,125,610	XXXXXX	87
88		4-194	TOTAL (Lines 85-87)	10,337,428	XXXXXX	88
89		4-20	Caboose Miles	138	XXXXXX	89

<1> Total number of loaded miles _____ and empty miles _____ by roadrailer reported above.

Note Line 88, total car miles, is equal to the sum of lines 30, 46, 64, 82, 83, and 84. Accordingly, the car miles reported on lines 83 and 84 are to be allocated to lines 85, 86, and 87, and included in the total shown on line 88

755. RAILROAD OPERATING STATISTICS - (Concluded)

Line No	Cross Check	Item Description (a)	Freight Train (b)	Passenger Train (c)	Line No
		6 Gross Ton-Miles (thousands) (K)			
98		6-01 Road Locomotives	93,512,817		98
		6-02 Freight Trains, Crs , Cnts, & Caboose			
99		6-020 Unit Trains	516,133,964	XXXXXX	99
100		6-021 Way Trains	11,607,438	XXXXXX	100
101		6-022 Through Trains	456,379,016	XXXXXX	101
102		6-03 Passenger Trains, Crs, & Cnts.			102
103		6-04 Non-Revenue	12,570,643	XXXXXX	103
104		6-05 TOTAL (Lines 98 - 103)	1,090,203,878		104
		7 Tons of Freight (thousands)			
105		7-01 Revenue	535,689	XXXXXX	105
106		7-02 Non-Revenue	11,261	XXXXXX	106
107		7-03 TOTAL (Lines 105 and 106)	546,950	XXXXXX	107
		8 Ton-Miles of Freight (thousands) (L)			
108		8-01 Revenue - Road Service	593,573,269	XXXXXX	108
109		8-02 Revenue - Lake Transfer Service		XXXXXX	109
110		8-03 TOTAL (Lines 108 and 109)	593,573,269	XXXXXX	110
111		8-04 Non-Revenue - Road Service	6,153,404	XXXXXX	111
112		8-05 Non-Revenue - Lake Transfer Service		XXXXXX	112
113		8-06 TOTAL (Lines 111 and 112)	6,153,404	XXXXXX	113
114		8-07 TOTAL - REVENUE & NON-REVENUE (Lines 110 and 113)	599,726,673	XXXXXX	114
		9 Train Hours (M)			
115		9-01 Road Service	6,681,356	XXXXXX	115
116		9-0 Train Switching	217,558	XXXXXX	116
117		10 TOTAL YARD-SWITCHING HOURS (N)	2,165,843	XXXXXX	117
		11 Train-Miles Work Trains (O)			
118		11-01 Locomotives	2,139,751	XXXXXX	118
119		11-02 Motorcars		XXXXXX	119
		12 Number of Loaded Freight Cars (P)			
120		12-01 Unit Trains	3,856,986	XXXXXX	120
121		12-02 Way Trains	2,157,228	XXXXXX	121
122		12-03 Through Trains	4,914,626	XXXXXX	122
123		13 TOFC/COFC- No of Revenue Trailers & Containers Loaded and Unloaded (Q)	6,211,564	XXXXXX	123
124		14 Multi-Level Cars - No of Motor Vehicles Loaded & Unloaded (Q)	1,471,198	XXXXXX	124
125		15 TOFC/COFC - No of Revenue Trailers Picked Up & Delivered (R)	151,773	XXXXXX	125
		16 Revenue-Tons Marine Terminal (S)			
126		16-01 Marine Terminals - Coal		XXXXXX	126
127		16-02 Marine Terminals - Ore	1,997,840	XXXXXX	127
128		16-03 Marine Terminals - Other		XXXXXX	128
129		16-04 TOTAL (Lines 126 - 128)	1,997,840	XXXXXX	129
		17 Number of Foreign Per-Diem Cars on Line (T)			
130		17-01 Serviceable	11,360	XXXXXX	130
131		17-02 Unserviceable	97	XXXXXX	131
132		17-03 Surplus	578	XXXXXX	132
133		17-04 TOTAL (Lines 130 - 132)	12,035	XXXXXX	133
134		TOFC/COFC - Average No. of Units Loaded Per Car	6 14	XXXXXX	134

BNSF 6003 Rail Miles Inquiry

Search Date - Nov 10 , 2010 | Effective Date - Nov 10 , 2010

Origin			Destination				
City	State	SPLC	City	State	SPLC	Rail Miles	Off-Branch Miles < see note 1 below
CUBA	MO	571842	BIRMINGHAM	AL	472600	628	628.8
CUBA	MO	571842	BONNEVILLE	WY	735126	1,264	1,264.8
CUBA	MO	571842	CHICAGO	IL	380000	447	447.8
CUBA	MO	571842	CORPUS CHRISTI	TX	689100	1,080	1,080.8
CUBA	MO	571842	EAST ST LOUIS	IL	396640	90	90.8
CUBA	MO	571842	GALESBURG	IL	385930	290	290.8
CUBA	MO	571842	GLENDALE	AZ	797148	1,637	1,637.8
CUBA	MO	571842	KANSAS CITY	MO	566900	356	356.8
CUBA	MO	571842	MAGNOLIA	AL	476950	657	657.8
CUBA	MO	571842	MEMPHIS	TN	439900	389	389.8
CUBA	MO	571842	SUPERIOR	WI	323130	829	829.8
CUBA	MO	571842	VANCOUVER	WA	849990	2,415	2,415.8

Lead Line Miles per PC Miler - Rail 14

Origin City	Origin State	Destination City	Destination State	Rail Miles	On-Branch Miles < see note 2 below
CUBA	MO	VIBURNUM	MO	34.5	33.7
CUBA	MO	BUICK	MO	43.2	42.4

Cuba, MO, to Beginning of Discontinuance on Lead Line

Milepost of Cuba, MO	86.8
Milepost of Beginning of Discontinuance	87.6
Off-Branch Miles on Lead Line	0.8

Notes

1. Off-Branch Miles include the 0.8 mile portion of the Lead Line that is not part of the discontinuance.
2. On-Branch Miles exclude the 0.8 mile portion of the Lead Line that is not part of the discontinuance.

Table 1.1.9. Implicit Price Deflators for Gross Domestic Product
[Index numbers, 2005=100]
Annual data from 1969 To 2010
Bureau of Economic Analysis
Data published February 25, 2011
File created 2/24/2011 8:52:49 AM

Line			2009	2010
1	**Gross domestic product**	**A191RD3**	**109.615**	**110.662**
2	**Personal consumption expenditures**	**DPCERD3**	**109.258**	**111.125**
3	Goods	DGDSRD3	103.634	105.394
4	Durable goods	DDURRD3	93.782	92.452
5	Nondurable goods	DNDGRD3	109.262	112.726
6	Services	DSERRD3	112.233	114.169
7	**Gross private domestic investment**	**A006RD3**	**104.848**	**102.974**
8	Fixed investment	A007RD3	105.260	103.601
9	Nonresidential	A008RD3	105.700	103.687
10	Structures	A009RD3	122.187	120.204
11	Equipment and software	A010RD3	99.620	97.701
12	Residential	A011RD3	102.737	102.412
13	Change in private inventories	ZZZZZZ3	.....	.....
14	**Net exports of goods and services**	**ZZZZZZ3**	**.....**	**.....**
15	Exports	A020RD3	105.877	110.318
16	Goods	A253RD3	104.403	109.405
17	Services	A646RD3	109.171	112.311
18	Imports	A021RD3	105.987	112.727
19	Goods	A255RD3	104.908	112.237
20	Services	A656RD3	110.711	114.786
21	**Government consumption expenditures and gross investment**	**A822RD3**	**114.644**	**116.810**
22	Federal	A823RD3	110.895	112.748
23	National defense	A824RD3	111.342	113.523
24	Nondefense	A825RD3	109.984	111.164
25	State and local	A829RD3	116.892	119.270
	Addendum:			
26	Gross national product	A001RD3	109.609	.....

Lead Line Traffic 2002

Shipper	Commodity	Sum of Total Units	Sum of Lading Tons	Sum of Gross Tons
AMERICAN MINERALS INC	Magnesite, Calcined	4	367	495
	Magnesite, Crude	5	481	641
	Probertite or Ulexite Or	1	88	120
AMERICAN MINERALS INC Total		10	936	1,256
DOE RUN RESOURCES CORP	2-Methyl-6-Ethyl Aniline	1	95	124
	Aluminum Billets, Blooms	3	233	339
	Antimonial Lead, in Pigs	2	152	216
	Automobile Body Parts, n	1	74	106
	Billets, Ingots, Pigs or	3	234	341
	Billets, Iron or Steel,	1	76	111
	Billets, Square, Non-All	1	77	113
	Castings, Lead or Lead A	1	74	105
	Compounds, Lead or Zinc,	9	823	1,135
	Copper Concentrates	98	9,062	12,248
	Freight All Kinds, (Fak)	3	248	355
	Ingots, Iron or Steel, o	1	74	105
	Iron or Steel Products,	1	84	121
	Lead Alloys, 80 Percent	6	461	681
	Lead Anodes	7	561	811
	Lead Bars, Blocks or Ing	11	913	1,299
	Lead Base Bullion, Pig O	10	822	1,183
	Lead Pigs or Slabs	55	4,405	6,308
	Paints, Stains or Varnis	1	90	126
	Pig Iron	6	492	706
	Sodium Carbonate (Soda A	2	118	183
	Sodium Sulfate, Crude (S	71	6,993	9,099
	Sodium Sulfide	1	99	128
	Zinc Anodes	1	86	121
DOE RUN RESOURCES CORP Total		294	26,346	36,064
GUARDIAN INDUSTRIES CORP	Cullet (Broken Glass)	5	276	441
GUARDIAN INDUSTRIES CORP Total		5	276	441
INTERNATIONAL PAPER CO	Sodium Sulfate, Crude (S	1	25	54
INTERNATIONAL PAPER CO Total		1	25	54
NORANDA INC	Lead Pigs or Slabs	2	141	206
NORANDA INC Total		2	141	206
PENOLES METALS & CHEMICALS	Lead Bars, Blocks or Ing	18	1,145	1,708
PENOLES METALS & CHEMICALS Total		18	1,145	1,708
SCOTT TIE CO INC	Railroad Ties, Wooden, C	2	178	244
SCOTT TIE CO INC Total		2	178	244
SOLVAY MINERALS INC	Sodium Carbonate (Soda A	156	15,321	20,355
SOLVAY MINERALS INC Total		156	15,321	20,355
Grand Total		488	44,368	60,328

Appendix B

VERIFIED STATEMENT OF ARTHUR M. CHARROW

I. Qualifications

My name is Arthur M. Charrow. I have been employed by BNSF Railway Company ("BNSF") since 1973 and currently hold the position of Director-Engineering Planning. My office address is 2600 Lou Menk Drive, OOB-3, Fort Worth, TX, 76131. A copy of my resume is attached.

II. Introduction and Background

The BNSF rail line located between Milepost 87.60, at Cuba, MO, and Milepost 133.42, near Buick, MO (the "Line") was embargoed on December 2, 2002 due to environmental remediation at the Cuba Yard ordered by the State of Missouri. Investigation activities conducted between 1996 and 2004 uncovered sites along the Line contaminated by lead from shipments made by Doe Run Resources Corporation. Since 1999, the Line has been managed by BNSF in accordance with the Consent Judgment between BNSF and the State of Missouri. As result of remediation activities along the Line and the lack of routine maintenance, numerous portions of the Line are out of service due to blocked drainage by falling rocks, washouts, numerous defective ties, and paved-over crossings.

Attachment 1 contains sample photos to illustrate the deteriorated condition of the Line. The first five photos are examples of the numerous washouts along the Line due to falling rocks and blocked drainage. The next ten photos illustrate the extremely poor condition of the ties along the Line. The entire Line will need to be surfaced out of face and several miles will require more extensive surface work such as repetitive passes with surfacing crews. See photos 16 and 17. In addition, the Line will require ballast varying from four to eight cars per mile.

The joint bars along the Line will require tightening after the rail is surfaced and I estimate that about 40 percent of the bolts, nuts and washers will need to be replaced. The lead concentrate spilled along the Line contained acid that damaged the rail joints and other fasteners.

Photo 18 shows that some segments of the Line are in total disrepair. At least three public state highway crossings have been paved over and others have been filled in with dirt. See photo 19. Virtually all signaling has been stolen and vegetation along the crossings will need to be cleared. A number of private crossings will require surface and gage work and the replacement of warning signs.

There are two bridges on the Line that require tie replacements on both approaches and there are trees growing up through the bridge deck that will need to be removed.

I estimate the cost of restoring the Line to FRA Class 1 status would total $23,818,000. This estimate is very conservative since it is based on 2009 costs for material and labor. In order to reopen the Line, BNSF would also need to spend, at a minimum, approximately $2,180,000 on additional remediation. Therefore, the total cost of reopening the Line is, at a minimum, $25,998,000. BNSF would not allow its employees and contractors to operate over the Line until BNSF is assured that operations over the Line are environmentally safe. Consequently, additional remediation, over and above the planed $2,180,000, may be required.

III. Rehabilitation Costs

The following are estimates of the cost of materials and labor required to rehabilitate the Line:

Activity	**Cost of Labor and Materials**
Tie replacement: 57,528 ties[1]	$6,006,000

[1] The portion of the Line between Milepost 100.7 and Milepost 133.42 requires the replacement of 40,512 ties, or 1,238 ties per mile. The portion of the Line between Milepost 87.60 and Milepost 100.7 requires the replacement of 17,016 ties, or 1,299 ties per mile.

Rail relay between Mileposts 100.7 and 133.12	7,000,000
Road Crossing Renewal (2,464 track feet)	4,001,000
Contract Ditch and Drainage Work (entire Line)	2,216,000
Turnouts (14)	2,577,000
Bridge Renewals[2]	2,018,000
Total	$23,818,000

The above-cited rehabilitation activities would enable the Line to be reopened to meet FRA Class 1 standards.

IV. Net Liquidation Value

BNSF's preliminary estimate of the net liquidation value of the track and track materials is $3,446,721. *See* Attachment 2. The Line consists of 45.84 miles of mainline[3] and approximately 6.1 miles of sidings. BNSF is not assigning any value to the track and track materials on the Line beyond milepost 133.13 because BNSF records do not reflect the type of rail on that end segment.

BNSF's preliminary estimate of the net value of the real estate underlying the Line is $667,968. The Line consists of approximately 436 acres of which 44 are non-reversionary. In estimating the net value, the gross value was adjusted to account for selling costs, holding costs/gains and a discount factor.

[2] There are five bridges on the Line that need new decks and walkways, four that need to be rebuilt with concrete and several others that need such required work as cap and sill replacement and wing wall replacement.

[3] The mainline is 45.84 miles in length rather than 45.82 because of an equation in mileposts between Mileposts 100.72 and 100.74. Line segment 1009 ends at milepost 100.74 and line segment 1010 begins at milepost 100.72.

STATE OF TEXAS)

) **ss.**

TARRANT COUNTY)

I, Arthur M. Charrow, being duly sworn depose and state that I am Director-Engineering Planning Manager for BNSF Railway Company ("BNSF"), that I am authorized to make this verification, and that I have read the foregoing document and know the facts asserted therein are true and accurate as stated to the best of my knowledge, information, and belief.

Arthur M. Charrow

SUBSCRIBED AND SWORN TO before me this 13th day of April, 2011.

My Commission Expires: 9-26-2014

Notary Public

PEARL M. GRANT
Notary Public, State of Texas
My Commission Expires
September 26, 2014

3313 W. 5th Street
Fort Worth, TX 76107

Phone (817)810-9655
E-mail art.charrow@bnsf.com

Arthur M. Charrow

DOB August 3, 1952, Syracuse, New York

Current Position Director-Engineering Planning, The BNSF Railway, Ft. Worth, TX

Work experience

The BNSF/The Atchison, Topeka & Santa Fe Railway Company

10/2006-Present	Director-Engineering Planning-Fort Worth
6/2003-10/2006	Director-Tie Planning-Fort Worth
9/1998-6/2003	General Director Maintenance-Seattle
9/1989-8/1998	Division Engineer-Belen, NM
11/1987-9/1989	Division Engineer-La Junta, CO
5/1981-10/1987	Assistant Division Engineer- Amarillo, TX
11/1980-5/1981	Roadmaster-Needles, CA
11/1979-10/1980	Roadmaster-Silsbee, TX
5/1977-10/1979	Assistant Roadmaster-San Bernardino, CA
4/1976-5/1977	Roadway Assistant-Los Angeles
1/1975-4/1976	Chainman/Engineering Aide-San Bernardino
Summer 1974	Summer Student Chainman-Winslow, AZ
Summer 1973	Summer Student Chainman-Winslow, Phoenix, AZ

Education

The University of Arizona, Tucson, AZ, 1970-1974

Bachelor of Science, Civil Engineering

Graduated with honors, attended on U.S. Air Force ROTC scholarship

Attended University of Illinois Short Course, Railroad Civil Engineering, 1979

Military Honorably discharged 1993, Captain, USAF Reserve

Licenses Professional Engineer (Civil) in New Mexico (#11481), Washington State (#37574), and British Columbia (#133309)

Professional memberships American Railway Engineering and Maintenance Association (Committee 24)

Community activities

Member, Hispanic Leadership Council, BNSF Railway

Chairman-Docent Committee, Congregation Beth El, Ft Worth

First Violin-Flower Mound Preparatory Community Orchestra

ATTACHMENT 1


Drainage blocked by falling rocks at a location previously washed out due to same problem on opposite side of track MP 101.1 – MP 101.2

Photo 1

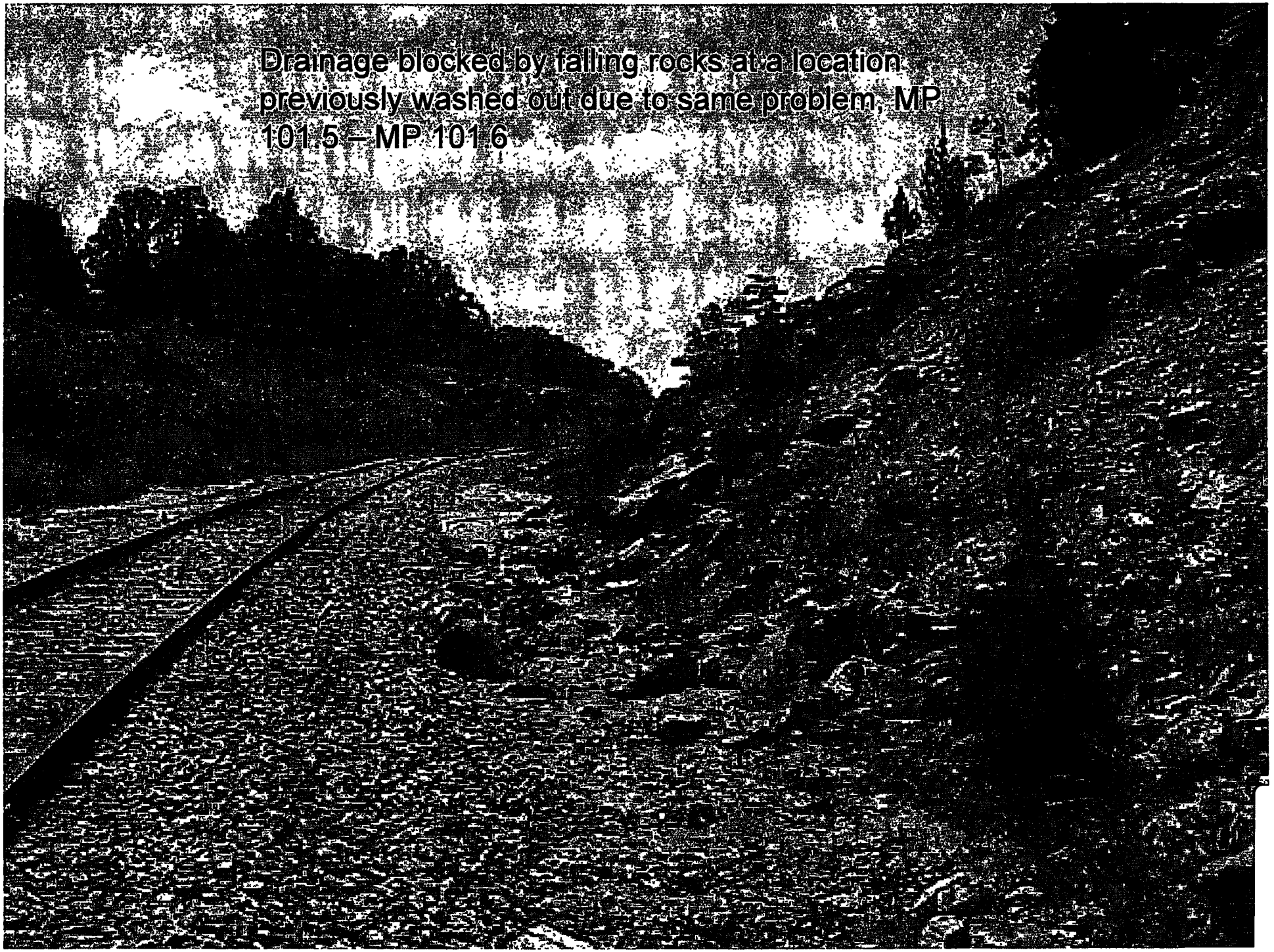

Drainage blocked by falling rocks at a location previously washed out due to same problem, MP 101.5 – MP 101.6

Photo 2


Drainage blocked by falling rocks at a location previously washed out due to same problem, MP 101.8 – MP 101.9

Photo 3

Photo 4

Washed out & drainage blocked
MP 111.3 – MP 111.8, still passable

Photo 5

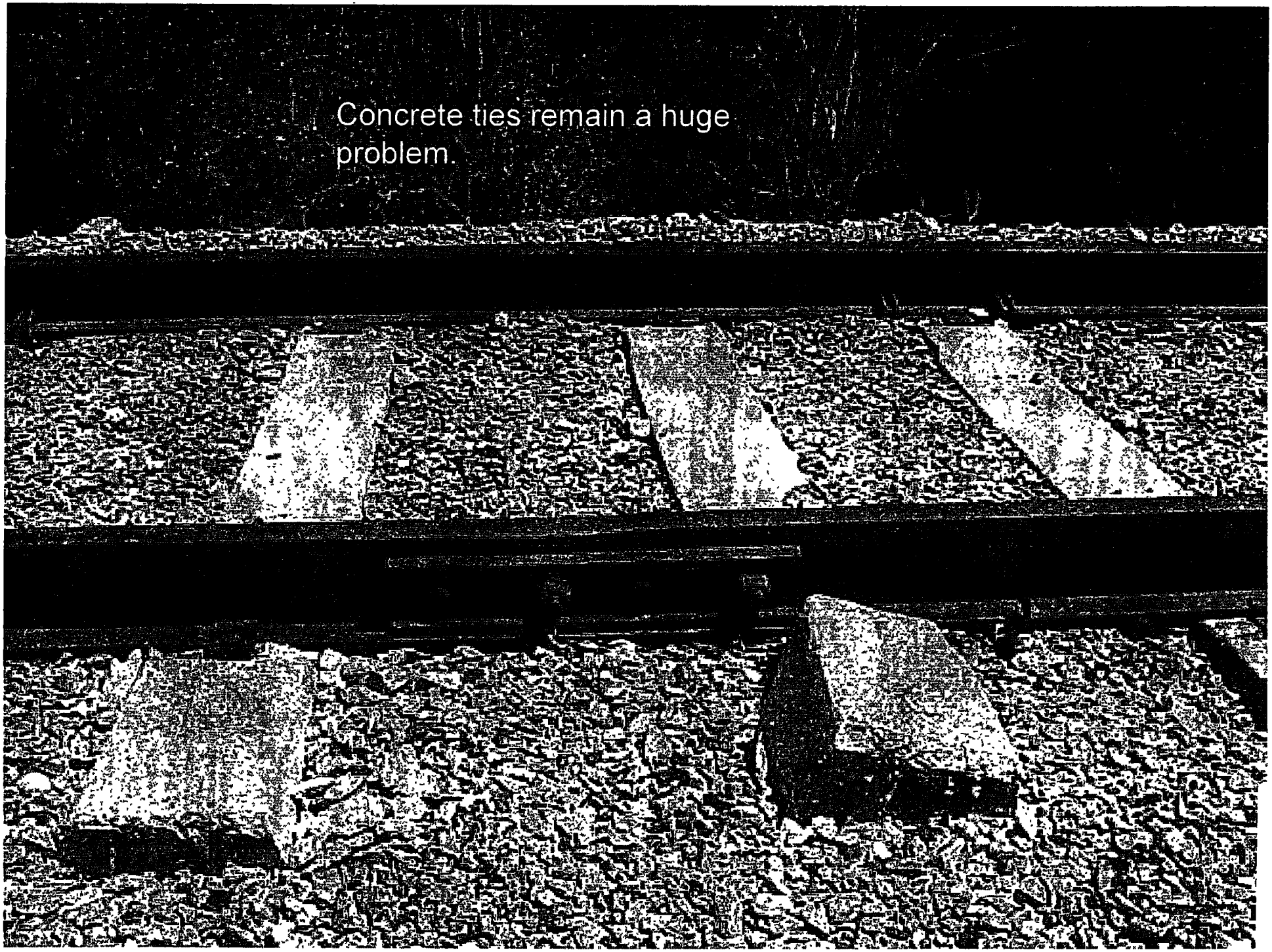


Photo 6

Photo 7

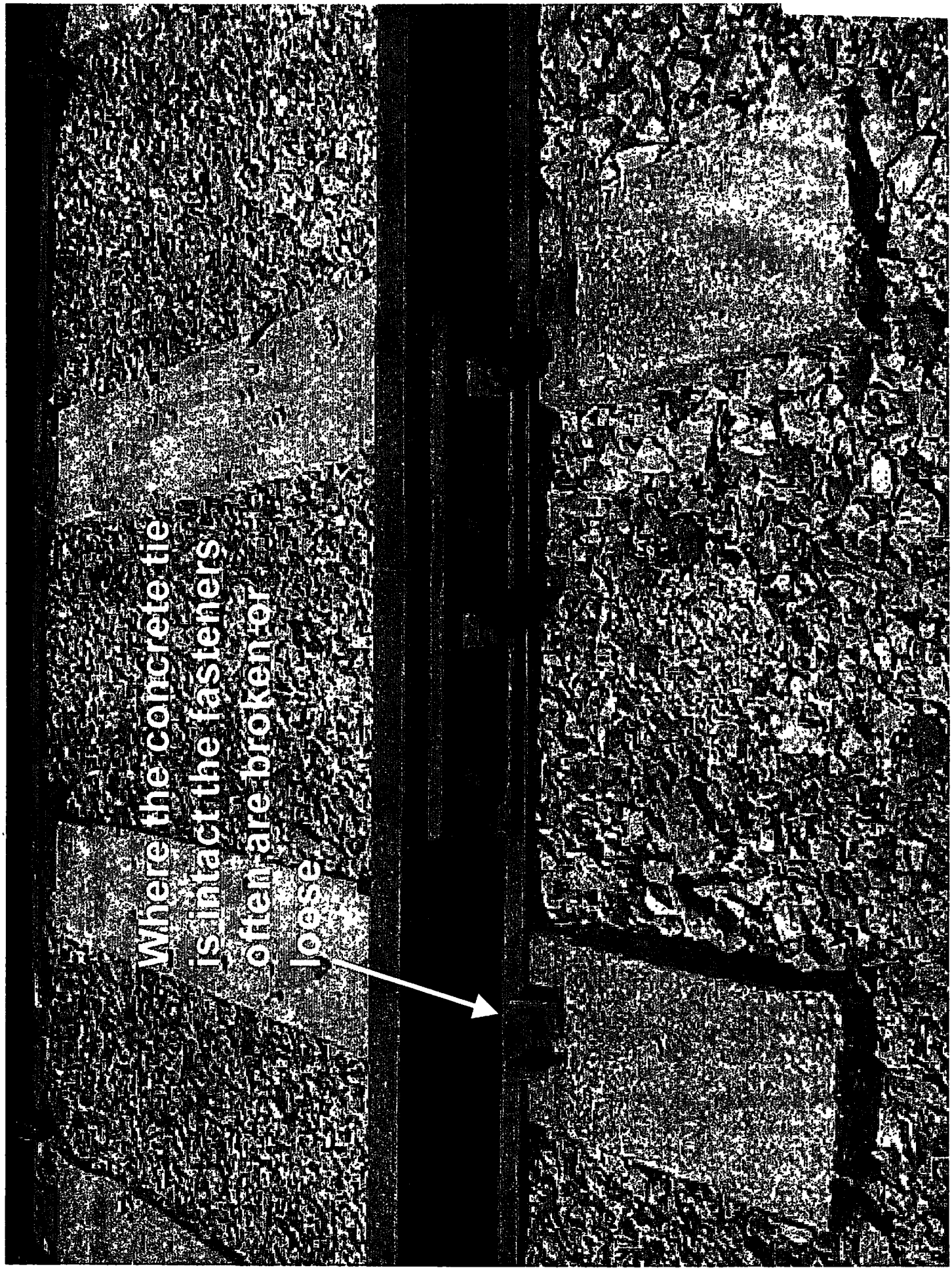

Where the concrete tie
Is intact the fasteners
often are broken or
loose

Photo 8

Where the concrete tie
is intact the fasteners
often are broken or
loose.

Photo 9

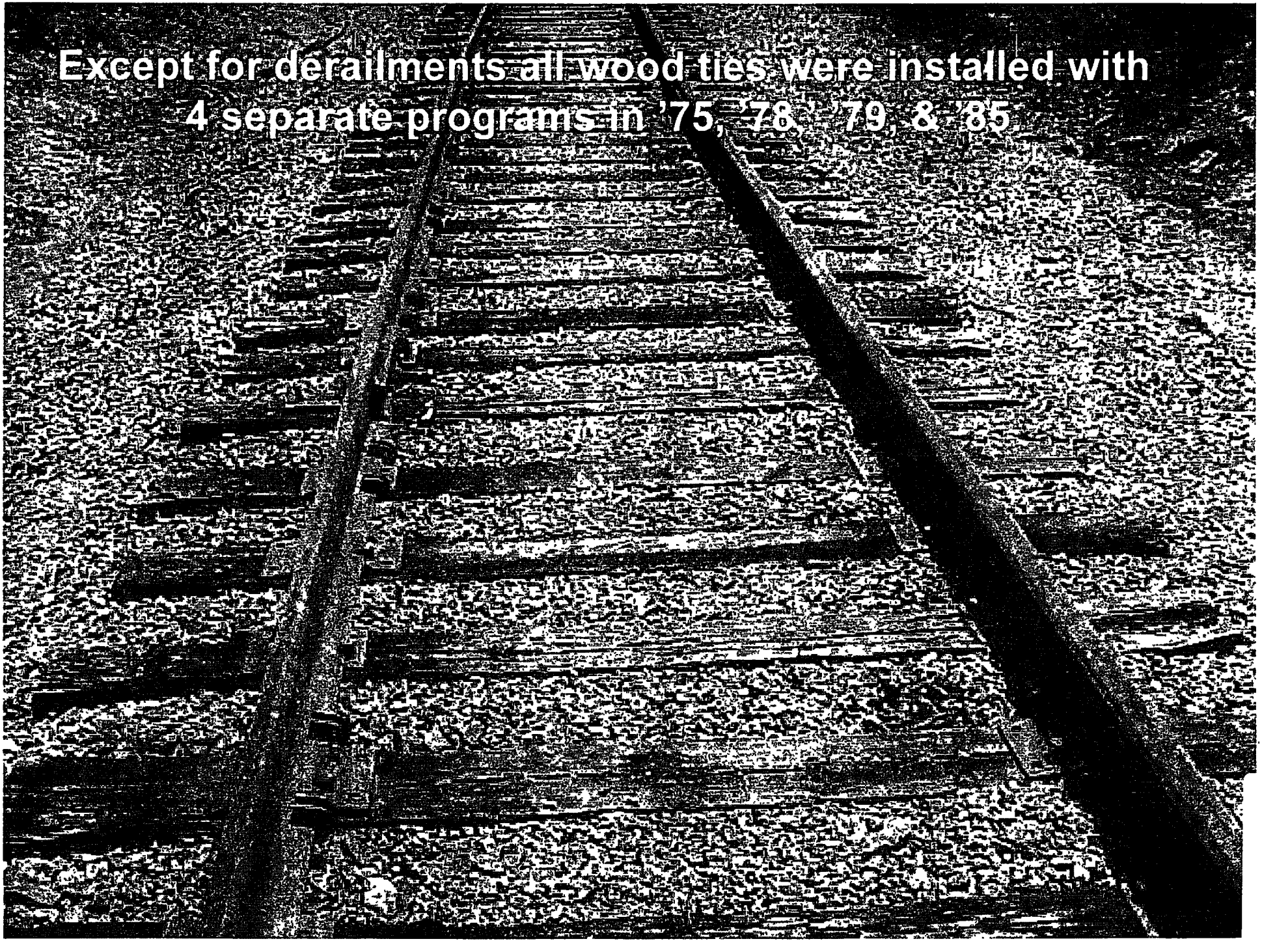

Except for derailments all wood ties were installed with
4 separate programs in '75, '78, '79, & '85

Photo 10

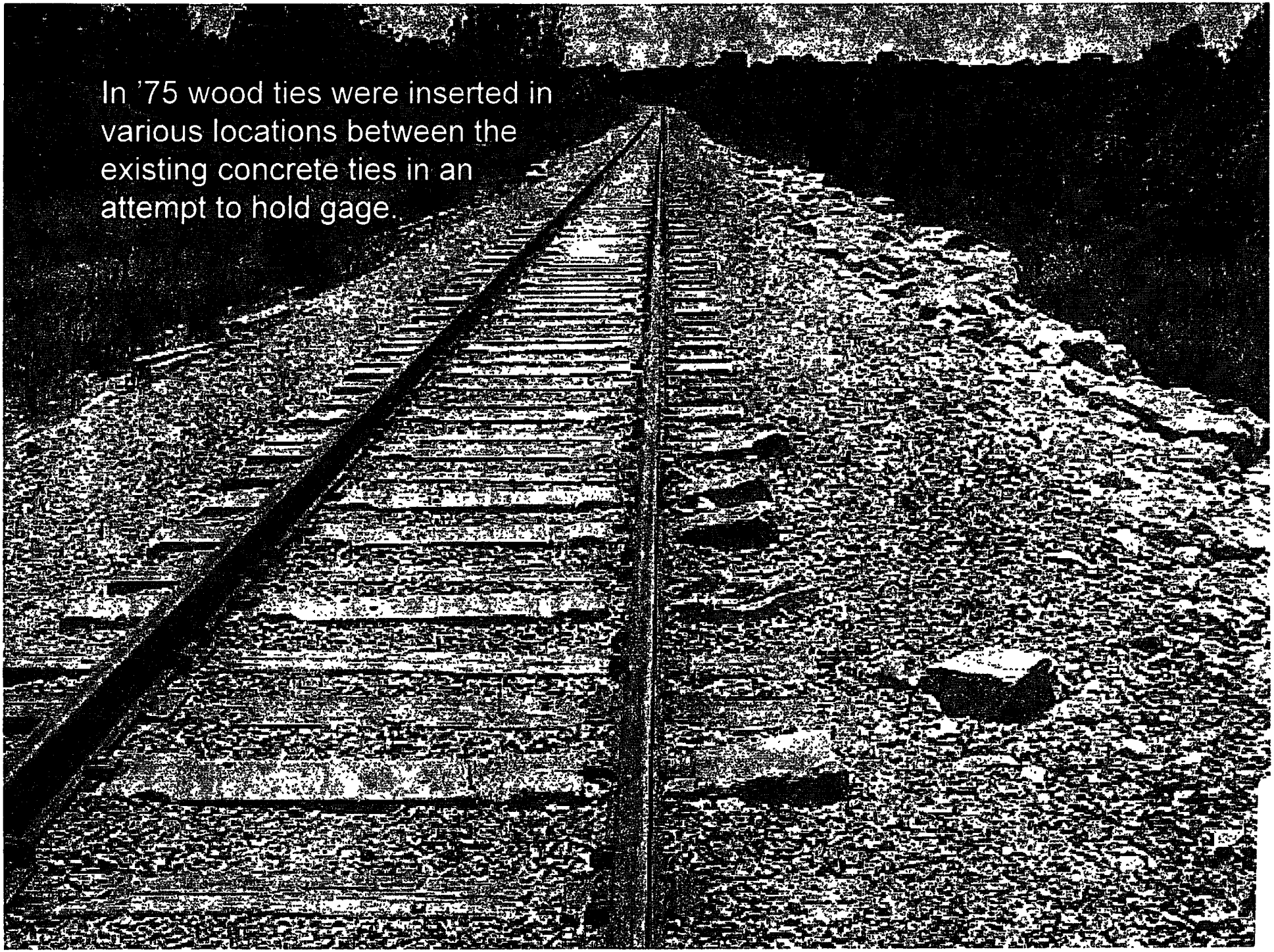

In '75 wood ties were inserted in various locations between the existing concrete ties in an attempt to hold gage.

Photo 11

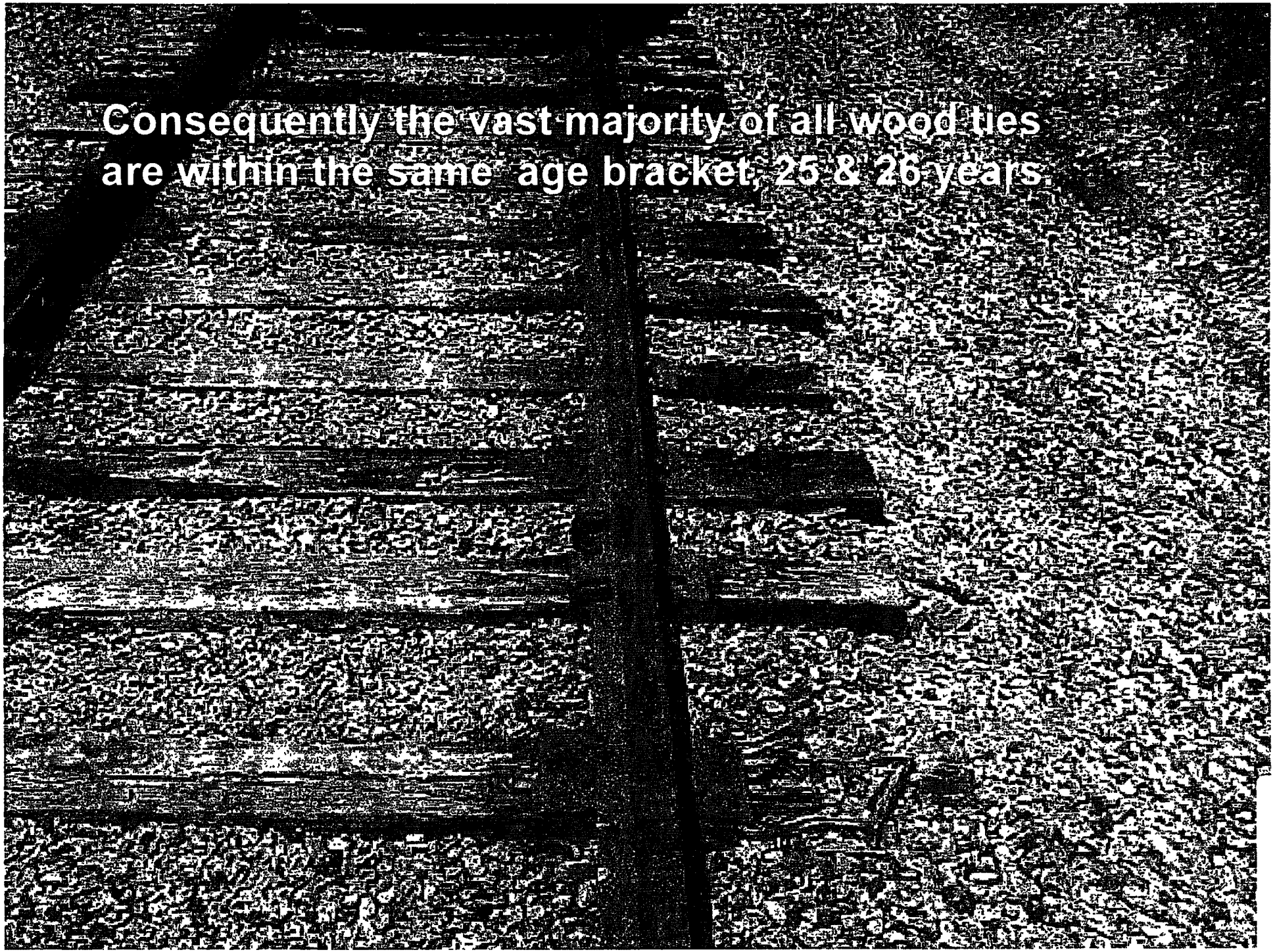
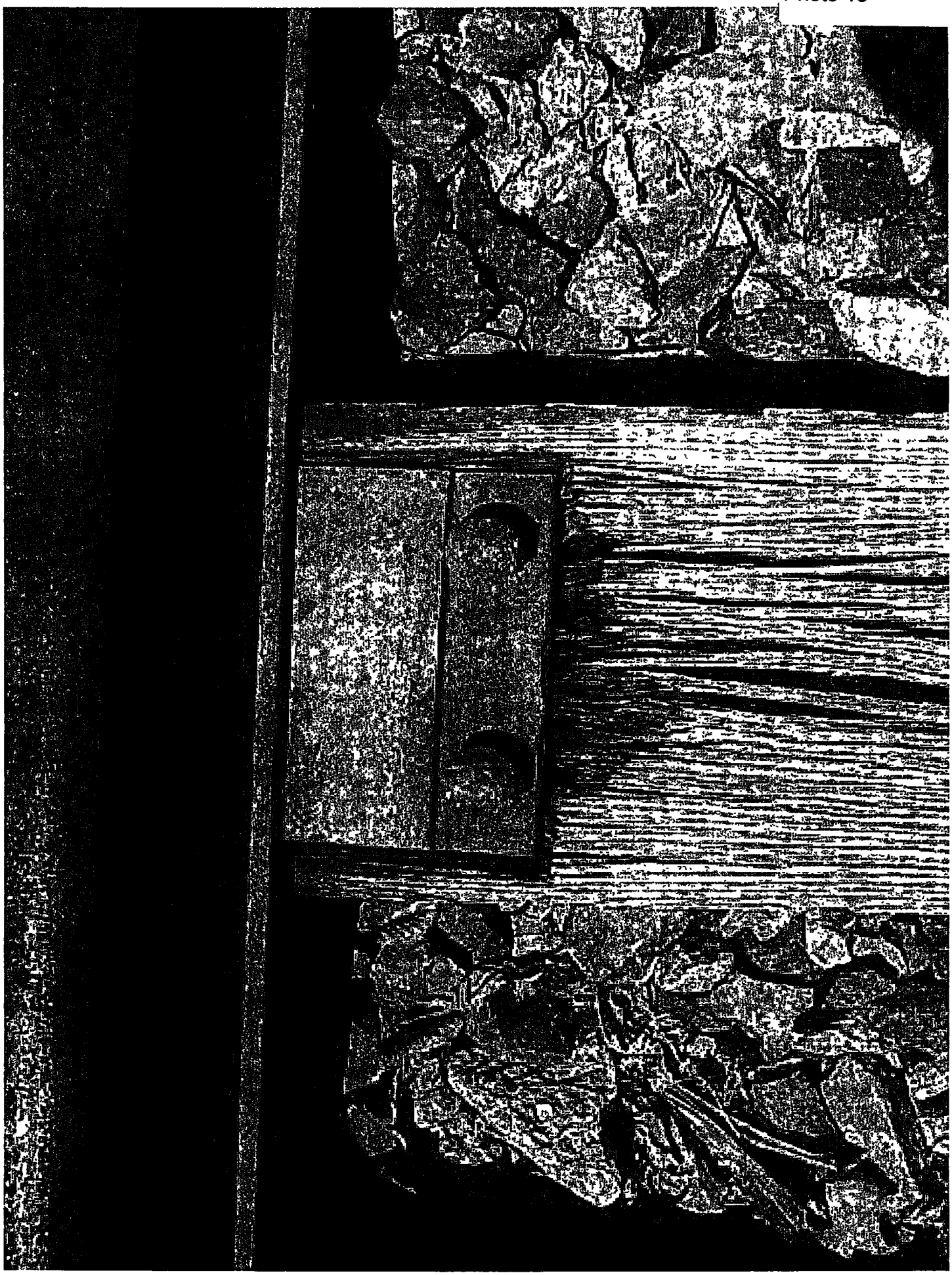

Consequently the vast majority of all wood ties
are within the same age bracket, 25 & 26 years.

Photo 12

Photo 13



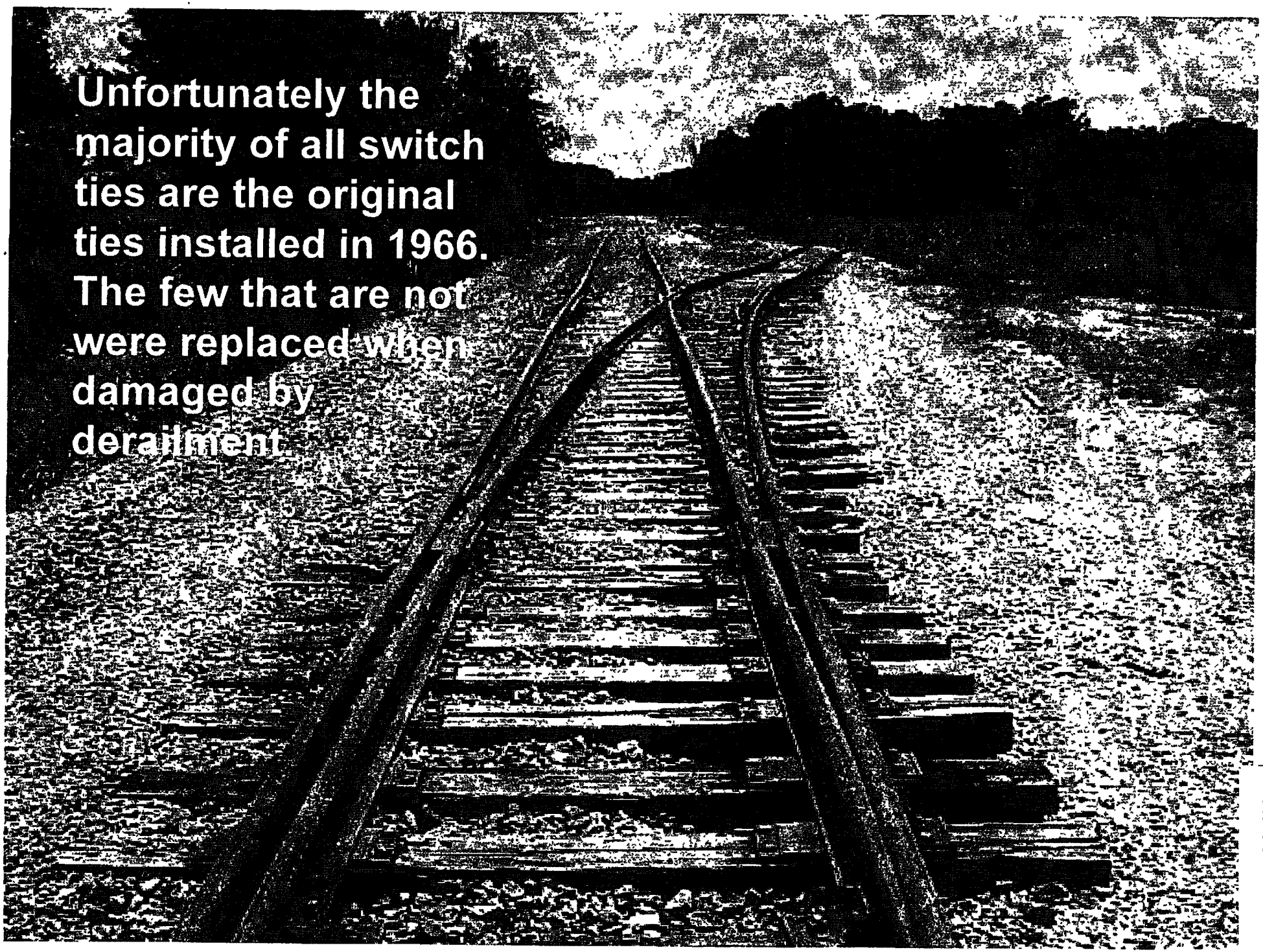

Unfortunately the majority of all switch ties are the original ties installed in 1966. The few that are not were replaced when damaged by derailment.

Photo 14

Photo 15

Photo 16

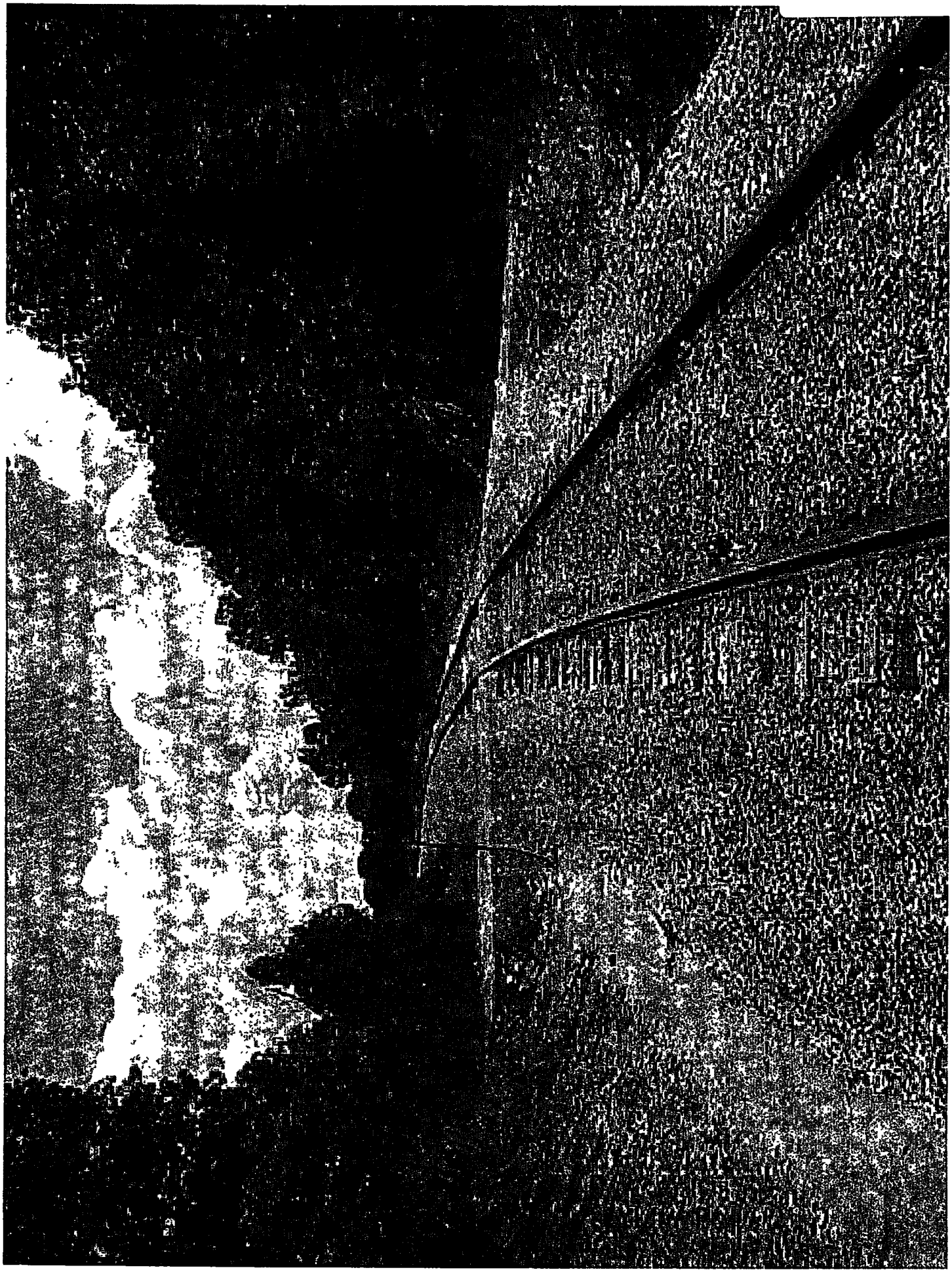


Photo 17

Photo 18

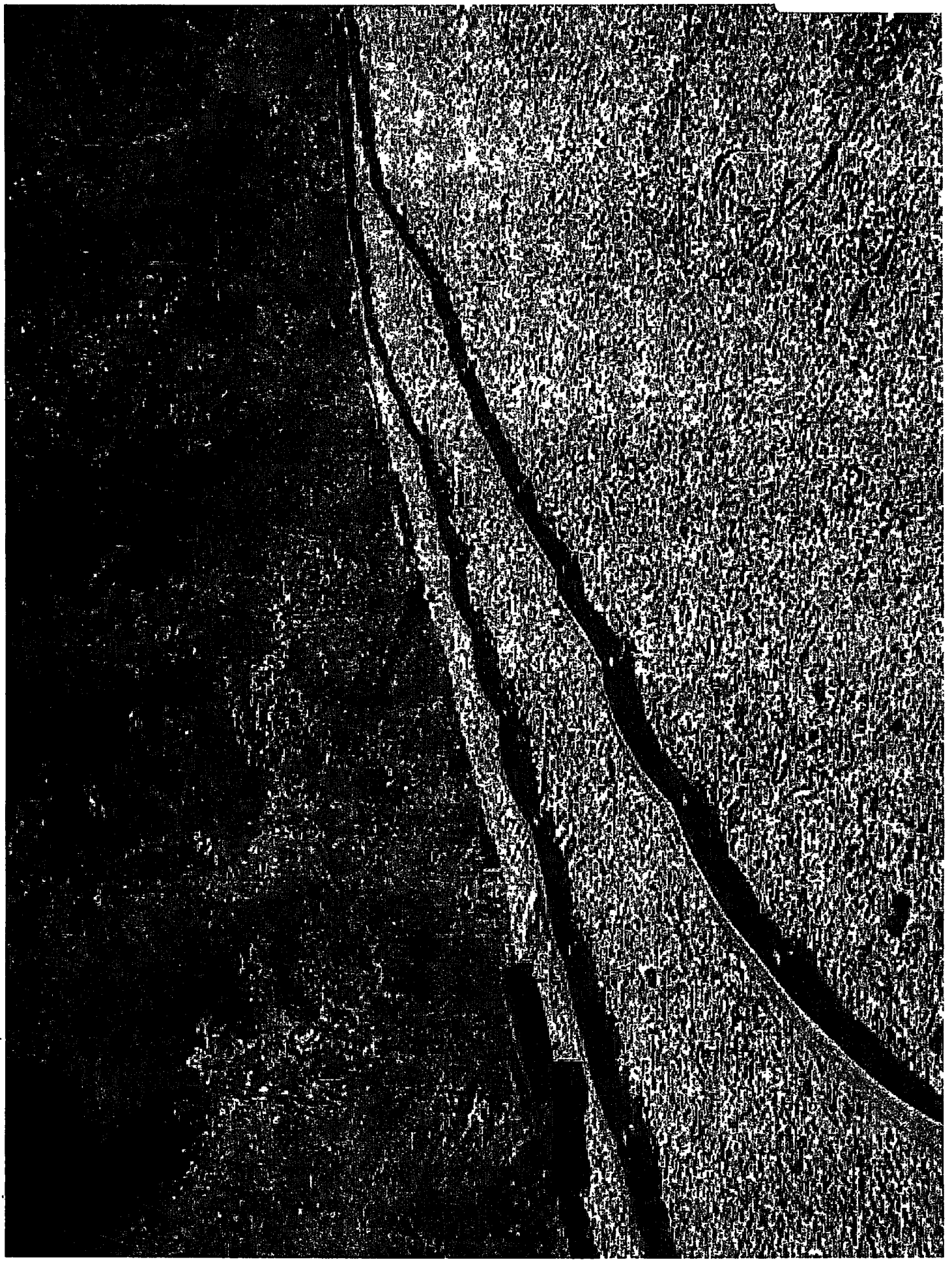
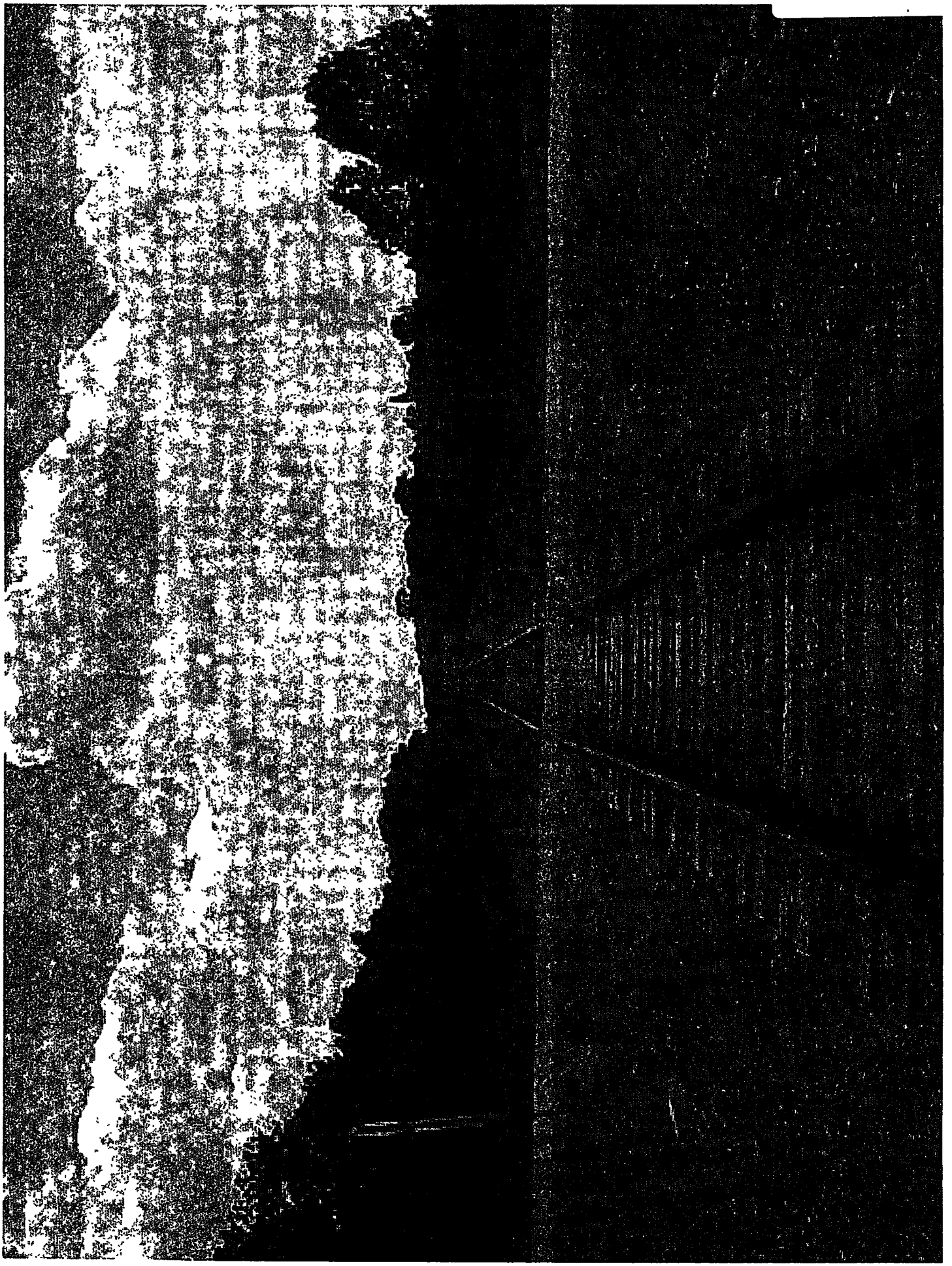


Photo 19



ATTACHMENT 2

Cuba - Buick, MO - ES 1009 MP 87.60 - MP 109.74

Rail Weight	L.F. Weld	L.F. Bolted	T.O.'s	Tons of Welded	Tons Bolted	Relay Quality Ties	Landscape Ties	SH Plates	SH Anchors	Scrap OTM
				0.0	0.0	0	0		0	0.0
				0.0	0.0	0	0		0	0.0
				0.0	0.0	0	0		0	0.0
				0.0	0.0	0	0		0	0.0
85		6638		0.0	94.0	0	904		0	18.9
				0.0	0.0	0	0		0	0.0
				0.0	0.0	0	0		0	0.0
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
132	141000		5	3102.0	0.0	8319	20798	83190	55460	133.5
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0

Total	141000	6638	5	3102.0	94.0	8319	21702	83190	27730	152.4

TM 13.9809

SH Rail	=		$728,970
Scrap Rail	=		$32,913
Relay Quality Ties	=		$66,552
Landscape Ties	=		$43,404
OTM Scrap	=		$53,333
SH Plates	=		$296,988
SH Anchors	=		$17,470
T.O's.	=		$30,000
Total			$1,269,631
Removal Costs, Track Miles	=	13.98	$209,713
NLV			**$1,059,918**

Cuba, Buick MO - LS 1010, MP 100.72 - MP 133.13										
Rail Weight	L.F. Weld	L.F. Bolted	T.O.'s	Tons of Welded	Tons Bolted	Relay Quality Ties	Landscape Ties	SH Plates	SH Anchors	Scrap OTM
				0.0	0.0	0	0		0	0.0
				0.0	0.0	0	0		0	0.0
				0.0	0.0	0	0		0	0.0
				0.0	0.0	0	0		0	0.0
85		54572	6	0.0	773.1	0	7435		0	155.0
				0.0	0.0	0	0		0	0.0
				0.0	0.0	0	0		0	0.0
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
112		345930	15	0.0	6457.4	20410	51025	204099	136066	327.6
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
				0.0	0.0	0	0	0	0	0.0
Total	**0**	**400502**	**21**	**0.0**	**7230.5**	**20410**	**58460**	**204099**	**68033**	**482.6**

TM	37.9263	**SH Rail**	=		$1,362,503
		Scrap Rail	=		$270,586
		Relay Quality Ties	=		$163,279
		Landscape Ties	=		$116,920
		OTM Scrap	=		$168,917
		SH Plates	=		$728,632
		SH Anchors	=		$42,861
		T.O's.	=		$102,000
		Total			$2,955,698
		Removal Costs, Track Miles	=	37.93	$568,895
		NLV			**$2,386,803**

NOTICE OF INTENT

CERTIFICATION OF COMPLIANCE
WITH NOTICE REQUIREMENTS OF 49 C.F.R. § 1152.20

Pursuant to the requirements of 49 C.F.R. § 1152.20, the undersigned hereby certifies as follows:

1. The Notice of Intent, in the form as attached hereto, was filed with the Board on April 6, 2011.

2. The Notice of Intent, in the form as attached hereto, was served by certified or first class mail on April 12, 2011, upon the following parties, as designated at 49 C.F.R. § 1152.20(a)(2):

SIGNIFICANT USERS IN 2002

The Doe Run Company
1801 Park 270 Drive
Suite 300
St. Louis, MO 63146

Cooper Natural Resources
2407 E. Skelly Drive
Tulsa, OK 74105

Scott Tie Company, Inc.
P.O. Box 730
Reynolds, MO 63666

Solvay Minerals, Inc.
P.O. Box 27328
Houston, TX 77227-7328

International Paper
6400 Poplar Avenue
Memphis, TN 38197
American Minerals, Inc.
901 E. Eighth Avenue, Suite 200
King of Prussia, PA 19406

Guardian Industries Corp
2300 Harmon Road
Auburn Hills, MI 48326

Penoles Metals & Chemicals
281 Tresser Blvd.
Stamford, CT 06901

STATE OFFICIAL AND STATE AND FEDERAL AGENCIES

(VIA CERTIFIED MAIL)
The Honorable Governor Jay Nixon
State Capitol Building
201 W Capitol Ave.
Jefferson City, MO 65101-1556

Missouri Department of Transportation
Central Office
105 W Capital Avenue
Jefferson City, MO 65102

Missouri Public Service Commission
P.O. Box 360
Jefferson City, MO 65102

Missouri Department of Economic Development
301 W High Street
Jefferson City, MO 65101

Missouri Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102

National Park Service
Recreation Resources Assistance Division
1849 C Street, N.W.
Washington, D.C. 20240

U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Ave., SE
Washington, D.C. 20590

MTMCTEA
ATTN: SDTE-SE
Railroads for National Defense
709 Ward Drive, Building 1990
Scott AFB, IL 62225-5357

USDA Forest Service
1400 Independence Ave. SW
Washington, D.C. 20250-003

National Park Service
Midwest Region
601 Riverside Drive
Omaha, NE 68102

U.S. Railroad Retirement Board
844 North Rush Street
Chicago, IL 60611-2092

Missouri Federal Assistance Clearinghouse
Office of Administration
P.O. Box 809
Jefferson City, MO 65102

Iron County MU Extension Center
Courthouse, 250 S. Main
Ironton, MO 63650

3. The Notice of Intent was posted on March 30, 2011, in compliance with 49 C.F.R. § 1152.20(a)(3), at BNSF's agency station in Topeka, Kansas, through which agency service is provided for the Line.

4. The Notice of Intent was published in compliance with 49 C.F.R. § 1152.20(a)(4) in the following newspapers of general circulation for the counties in which the Line is located on the specified dates:

Mountain Echo (Iron County)

April 6, 2011
April 13, 2011
April 20, 2011

Cuba Free Press (Crawford County)

April 7, 2011
April 14, 2011
April 21, 2011

Date: April 29, 2011

Karl Morell

AFFIDAVIT OF PUBLICATION Date: 4-26-11

STATE OF MISSOURI)
COUNTY OF IRON) ss.

I, Steve Russell, being duly sworn, according to law, state that I am the Publisher of The Mountain Echo, a weekly newspaper of general circulation in the County of Iron, State of Missouri, where located; which newspaper has been admitted to the Post Office as periodical class matter in the City of Ironton, Missouri, the city of publication; which newspaper has been published regularly and consecutively for a period of three years and has a list of bona fide subscribers, voluntarily engaged as such who have paid or agreed to pay a state price for a subscription for a definite period of time, and that such newspaper has complied with the provisions of Section 493.050, Revised Statutes of Missouri 2000, and Section 59.310, Revised Statutes of Missouri 2000. The affixed notice appeared in said newspaper in the following consecutive issues:

1st
Insertion: Vol. 74 No. 27, 6th, day of April, 2011
2nd
Insertion: Vol. 74 No. 28, 13th, day of April, 2011
3rd
Insertion: Vol. 74 No. 29, 20th, day of April, 2011
4th
Insertion: Vol. _____ No. _____, _____, day of _____, 2011

Publication cost $ 717.00

Steve Russell
Publisher's Signature

Subscribed and sworn to before me on this 26th day of April, 2011

Brina R. Eakins
Notary Public

STB Docket No. AB-6 (Sub-No. 476)
NOTICE OF INTENT TO DISCONTINUE RAIL SERVICE

BNSF Railway Company (BNSF) gives notice that on or about April 29, 2011, it intends to file with the Surface Transportation Board (the "Board"), Washington, DC 20423, an application for permission for the discontinuance of service on a railroad line known as BNSF's Lead Line extending from railroad milepost 87.6, at Cuba to the end of the line at railroad milepost 133.42, near Buick which traverses through United States Postal Service Zip Codes 65440, 65453, 65456, 65560, 65565, and 65566, a distance of 45.82 miles in Iron and Crawford Counties, MO. There are no agency stations on the line.

The line was embargoed on December 2, 2002, due to the State-ordered environmental remediation. Because of the remediation work and non-use of the line for over eight years, an investment of well over $20,000,000 would be required to reopen the line. The reason for the discontinuance is that the cost of rehabilitating the line would render

witnesses, contai
detailed evidence, sh
file comments. Per
opposing the prop
discontinuance
do wish to partici
actively and fully in
process should fil
protest.

Protests
contain the party's e
case in opposition (
in chief) including
following:

(1) Protest
name, address
business.

(2) A staten
describing protest
interest in the proce
including:

(i) A descrip
of protestant's use of
line;

(ii) If protes
does not use the
information concer
the group or pu
interest it represe
and

(iii)
protestant's interest
limited to the reten
of service over a por
of the line, a descrip
of the portion of the
subject to protesta
interest (with mile
designations if availa
and evidence show
that the applicant
operate the portion of
line profitably, includ
an appropriate return
its investment for th
operations.

(3) Spec
reasons why protest
opposes the applicati
including informati
regarding protestan
reliance on the involv
service [this informati
must be supported
affidavits of persons wi
personal knowledge
the fact(s)].

(4) Any rebutt
of material submitted
applicant.

In addition,
commenting party
protestant may provide
statement of position an
evidence regarding:

(i) Intent
offer financial assistanc
pursuant to 49 U.S.C
10904 to subsidiz
continued rail service;

(ii) Environmenta

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ordered environmental remediation. Because of the remediation work and non-use of the line for over eight years, an investment of well over $20,000,000 would be required to reopen the line. The reason for the discontinuance is that the cost of rehabilitating the line would render any operations on the line uneconomical. Based on information in BNSF's possession, the line contains land granted by the June 10, 1852 Act of Congress to the State of Missouri to aid in the construction of railroads in Missouri. Any documentation in the railroad's possession will be made available promptly to those requesting it.

This line of railroad has appeared on the system diagram map or included in the narrative in category 1 since February 24, 2010.

The interests of railroad employees will be protected by the conditions set forth in Oregon Short Line R. Co. – Abandonment – Goshen, 360 I.C.C. 91 (1979).

The application will include the applicant's entire case for the discontinuance (case in chief). Any interested person, after the application is filed on April 29, 2011, may file with the Board written comments concerning the proposed discontinuance or protests to it. These filings are due 45 days from the date of filing of the application. All interested persons should be aware that because this is a discontinuance and not an abandonment, trail use/rail banking and public use conditions are not appropriate. Persons who may oppose the discontinuance but who do not wish to participate fully in the process by appearing at any oral hearings or by submitting verified statements of applicant.

In addition, a commenting party or protestant may provide a statement of position and evidence regarding:

(i) Intent to offer financial assistance pursuant to 49 U.S.C. 10904 to subsidize continued rail service;

(ii) Environmental impact;

(iii) Impact on rural and community development; and

(iv) Recommended provisions for protection of the interests of employees.

A protest may demonstrate that: (1) the protestant filed a feeder line application under 49 U.S.C. 10907; (2) the feeder line application involves any portion of the rail line involved in the discontinuance application; (3) the feeder line application was prior to the date the discontinuance application was filed; and (4) the feeder line application is pending before the Board.

Written comments and protests will be considered by the Board in determining what disposition to make of the application. The commenting party or protestant may participate in the proceeding as its interests may appear.

If an oral hearing is desired, the requester must make a request for an oral hearing and provide reasons why an oral hearing is necessary. Oral hearing requests must be filed with the Board no later than 10 days after the application is filed.

Those parties filing protests to the proposed discontinuance should be prepared to participate actively either in an oral hearing or through the submission of their entire opposition case in the form of verified statements and arguments at the time otherwise mutually agreed by the parties (49 U.S.C. 10904(f)(4)(B)). Applicant will promptly provide upon request to each interested party an estimate of the subsidy required to keep the line in operation. The carrier's representative to whom inquiries may be made concerning subsidy terms is Karl Morell, Of Counsel, Ball Janik, LLP, 1455 F Street, N.W. Suite 225, Washington D.C. 20005 (202) 638-3307..

Persons seeking further information concerning discontinuance procedures may contact the Board or refer to the full abandonment and discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis.

A copy of the application will be available for public inspection on or after May 2, 2011 at the Topeka, KS agency station located at 920 SE Quincy, Topeka, KS. Business hours are Monday through Friday between 7:00 AM and 3:00 PM. The carrier shall furnish a copy of the application to any interested person proposing to file a protest or comment, upon request.

Because this is a discontinuance proceeding and not an abandonment, no environmental or historic documentation is required.

04/06, 13, 20, 27

(Paste here the notice as it appeared in the newspaper).

Affidavit of Publication

State of Missouri

County of Crawford

I, Rob Viehman, being duly sworn according to law, state that I am the Editor of the Cuba Free Press, a weekly newspaper of general circulation in the County of Crawford where located; which has been admitted to the Post Office as second-class matter in the City of Cuba, the city of publication; which newspaper has been published regularly and consecutively for a period of three years and has a list of bona fide subscribers voluntarily engaged as such who have paid or agreed to pay a stated price for a subscription for a definite period of time, and that such newspaper has complied with the provisions of Section 493.050 Revised Statutes of Missouri, 1959 (Laws of Missouri for 1943 page 859) The affixed notice appeared in said newspaper on the following consecutive weeks (issues).

From April 7 20 11 to April 21 20 11

First insertion April 7 20 11

Second insertion 14 20 11

Third insertion 21 20 11

Fourth insertion 20

Fifth insertion 20

(Signed) [signature]

Rob Viehman (Publisher)

Subscribed and sworn to before me this 19th day of April 20 11

Debbie Bartle Notary Public

Debbie Bartle 11144485

DEBBIE BARTLE NOTARY SEAL NOTARY PUBLIC STATE OF MISSOURI

DEBBIE BARTLE NOTARY PUBLIC - STATE OF MISSOURI CREVO COUNTY MY COMMISSION EXPIRES FEBRUARY 5, 2013

Filed and Recorded this _____ day of _____

Printer's Fee: $ 25.50

Continued on next page if necessary

Legal Notices

STB Docket No. AB-6 (Sub-No. 476)

NOTICE OF INTENT TO DISCONTINUE RAIL SERVICE

BNSF Railway Company (BNSF) gives notice that on or about April 29, 20 intends to file with the Surface Transportation Board (the "Board"), Washington 20423, an application for permission for the discontinuance of service on a railroac known as BNSF's Lead Line extending from railroad milepost 87.6, at Cuba to the e the line at railroad milepost 133.42, near Buick which traverses through United S Postal Service Zip Codes 65440, 65453, 65456, 65560, 65565, and 65566, a distan 45.82 miles in Iron and Crawford Counties, MO. There are no agency stations on th

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This line of railroad has appeared on the system diagram map or included i narrative in category 1 since February 24, 2010.

The interests of railroad employees will be protected by the conditions set for Oregon Short Line R. Co. – Abandonment – Goshen, 360 I.C.C. 91 (1979).

The application will include the applicant's entire case for the discontinu (case in chief). Any interested person, after the application is filed on April 29, 2011, file with the Board written comments concerning the proposed discontinuance or pro to it. These filings are due 45 days from the date of filing of the application. All intere persons should be aware that because this is a discontinuance and not an abandonn trail use/rail banking and public use conditions are not appropriate. Persons who oppose the discontinuance but who do not wish to participate fully in the proces appearing at any oral hearings or by submitting verified statements of witne: containing detailed evidence, should file comments. Persons opposing the prop discontinuance that do wish to participate actively and fully in the process should f protest.

Protests must contain the party's entire case in opposition (case in cl including the following:

(1) Protestant's name, address and business.

(2) A statement describing protestant's interest in the proceeding including:

(i) A description of protestant's use of the line;

(ii) If protestant does not use the line, information concerning the group or pu interest it represents; and

(iii) If protestant's interest is limited to the retention of service over a portio the line, a description of the portion of the line subject to protestant's interest (v milepost designations if available) and evidence showing that the applicant can ope the portion of the line profitably, including an appropriate return on its investment those operations.

(3) Specific reasons why protestant opposes the application, incluc information regarding protestant's reliance on the involved service [this information n be supported by affidavits of persons with personal knowledge of the fact(s)].

(4) Any rebuttal of material submitted by applicant.

In addition, a commenting party or protestant may provide a statement of posi and evidence regarding:

(i) Intent to offer financial assistance pursuant to 49 U.S.C. 10904 to subsi continued rail service;

(ii) Environmental impact;

(iv) Recommended provisions for protection of the interests of employees.

A protest may demonstrate that: (1) the protestant filed a feeder line application under 49 U.S.C. 10907, (2) the feeder line application involves any portion of the rail line involved in the discontinuance application, (3) the feeder line application was prior to the date the discontinuance application was filed, and (4) the feeder line application is pending before the Board.

Written comments and protests will be considered by the Board in determining what disposition to make of the application. The commenting party or protestant may participate in the proceeding as its interests may appear.

If an oral hearing is desired, the requester must make a request for an oral hearing and provide reasons why an oral hearing is necessary. Oral hearing requests must be filed with the Board no later than 10 days after the application is filed.

Those parties filing protests to the proposed discontinuance should be prepared to participate actively either in an oral hearing or through the submission of their entire opposition case in the form of verified statements and arguments at the time they file a protest. Parties seeking information concerning the filing of protests should refer to 49 CFR Section 1152.25.

Written comments and protests should indicate the proceeding designation STB No. AB-6 (Sub-No. 476) and must be filed with the Chief, Section of Administration, Office of Proceedings, Surface Transportation Board, Washington DC 20423, no later than June 13, 2011. Interested persons may file a written comment or protest with the Board to become a party to this discontinuance proceeding. A copy of each written comment or protest shall be served upon the representative of the applicant, Karl Morell, Of Counsel, Ball Janik, LLP, 1455 F Street, N.W. Suite 225, Washington D.C. 20005, (202) 638-3307. The original and 10 copies of all comments or protests shall be filed with the Board with a certificate of service. Except as otherwise set forth in part 1152, each document filed with the Board must be served on all parties to the discontinuance proceeding. 49 CFR 1104.12(a).

The line sought to be discontinued will be available for subsidy for continued rail use if the Board decides to permit the discontinuance in accordance with applicable laws and regulations (49 U.S.C. 10904 and 49 CFR 1152.27). No subsidy arrangement approved under 49 U.S.C. 10904 shall remain in effect for more than 1 year unless otherwise mutually agreed by the parties (49 U.S.C. 10904(f)(4)(B)). Applicant will promptly provide upon request to each interested party an estimate of the subsidy required to keep the line in operation. The carrier's representative to whom inquiries may be made concerning subsidy terms is Karl Morell, Of Counsel, Ball Janik, LLP, 1455 F Street, N.W. Suite 225, Washington D.C. 20005, (202) 638-3307.

Persons seeking further information concerning discontinuance procedures may contact the Board or refer to the full abandonment and discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis.

A copy of the application will be available for public inspection on or after May 2, 2011 at the Topeka, KS, agency station located at 920 SE Quincy, Topeka, KS. Business hours are Monday through Friday between 7:00 AM and 3:00 PM. The carrier shall furnish a copy of the application to any interested person proposing to file a protest or comment, upon request.

Because this is a discontinuance proceeding, and not an abandonment, no environmental or historic documentation is required.

STB Docket No. AB-6 (Sub-No. 476)

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The line was embargoed on December 2, 2002, due to the State-ordered environmental remediation. Because of the remediation work and non-use of the line for over eight years, an investment of well over $20,000,000 would be required to reopen the line. The reason for the discontinuance is that the cost of rehabilitating the line would render any operations on the line uneconomical. Based on information in BNSF's possession, the line contains land granted by the June 10, 1852 Act of Congress to the State of Missouri to aid in the construction of railroads in Missouri. Any documentation in the railroad's possession will be made available promptly to those requesting it.

This line of railroad has appeared on the system diagram map or included in the narrative in category 1 since February 24, 2010.

The interests of railroad employees will be protected by the conditions set forth in Oregon Short Line R. Co. – Abandonment – Goshen, 360 I.C.C. 91 (1979).

The application will include the applicant's entire case for the discontinuance (case in chief). Any interested person, after the application is filed on April 29, 2011, may file with the Board written comments concerning the proposed discontinuance or protests to it. These filings are due 45 days from the date of filing of the application. All interested persons should be aware that because this is a discontinuance and not an abandonment, trail use/rail banking and public use conditions are not appropriate. Persons who may oppose the discontinuance but who do not wish to participate fully in the process by appearing at any oral hearings or by submitting verified statements of witnesses, containing detailed evidence, should file comments. Persons opposing the proposed discontinuance that do wish to participate actively and fully in the process should file a protest.

Protests must contain the party's entire case in opposition (case in chief) including the following:

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(iii) If protestant's interest is limited to the retention of service over a portion of the line, a description of the portion of the line subject to protestant's interest (with milepost designations if available) and evidence showing that the applicant can operate the portion of the line profitably, including an appropriate return on its investment for those operations.

(3) Specific reasons why protestant opposes the application, including information regarding protestant's reliance on the involved service [this information must be supported by affidavits of persons with personal knowledge of the fact(s)].

(4) Any rebuttal of material submitted by applicant.

In addition, a commenting party or protestant may provide a statement of position and evidence regarding:

(i) Intent to offer financial assistance pursuant to 49 U.S.C. 10904 to subsidize continued rail service;

(ii) Environmental impact;

(iii) Impact on rural and community development; and

(iv) Recommended provisions for protection of the interests of employees.

A protest may demonstrate that: (1) the protestant filed a feeder line application under 49 U.S.C. 10907; (2) the feeder line application involves any portion of the rail line involved in the discontinuance application; (3) the feeder line application was prior to the date the discontinuance application was filed; and (4) the feeder line application is pending before the Board.

Written comments and protests will be considered by the Board in determining what disposition to make of the application. The commenting party or protestant may participate in the proceeding as its interests may appear.

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Those parties filing protests to the proposed discontinuance should be prepared to participate actively either in an oral hearing or through the submission of their entire opposition case in the form of verified statements and arguments at the time they file a protest. Parties seeking information concerning the filing of protests should refer to 49 CFR Section 1152.25.

Written comments and protests should indicate the proceeding designation STB No. AB-6 (Sub-No. 476) and must be filed with the Chief, Section of Administration, Office of Proceedings, Surface Transportation Board, Washington DC 20423, no later than June 13, 2011. Interested persons may file a written comment or protest with the Board to become a party to this discontinuance proceeding. A copy of each written comment or protest shall be served upon the representative of the applicant: Karl Morell, Of Counsel, Ball Janik, LLP, 1455 F Street, N.W. Suite 225, Washington D.C. 20005 (202) 638-3307. The original and 10 copies of all comments or protests shall be filed with the Board with a certificate of service. Except as otherwise set forth in part 1152, each document filed with the Board must be served on all parties to the discontinuance proceeding. 49 CFR 1104.12(a).

The line sought to be discontinued will be available for subsidy for continued rail use if the Board decides to permit the discontinuance in accordance with applicable laws and regulations (49 U.S.C. 10904 and 49 CFR 1152.27). No subsidy arrangement approved under 49 U.S.C. 10904 shall remain in effect for more than 1 year unless otherwise mutually agreed by the parties (49 U.S.C. 10904(f)(4)(B)). Applicant will promptly provide upon request to each interested party an estimate of the subsidy required to keep the line in operation. The carrier's representative to whom inquiries may be made concerning subsidy terms is Karl Morell, Of Counsel, Ball Janik, LLP, 1455 F Street, N.W. Suite 225, Washington D.C. 20005 (202) 638-3307..

Persons seeking further information concerning discontinuance procedures may contact the Board or refer to the full abandonment and discontinuance regulations at 49 CFR part 1152. Questions concerning environmental issues may be directed to the Board's Office of Environmental Analysis.

A copy of the application will be available for public inspection on or after May 2, 2011 at the Topeka, KS agency station located at 920 SE Quincy, Topeka, KS. Business hours are Monday through Friday between 7:00 AM and 3:00 PM. The carrier shall furnish a copy of the application to any interested person proposing to file a protest or comment, upon request.

Because this is a discontinuance proceeding and not an abandonment, no environmental or historic documentation is required.

CERTIFICATE OF SERVICE

Pursuant to the requirements of 49 C.F.R. § 1152.24(c), the undersigned hereby certifies that a copy of the foregoing Application and all exhibits and attachments were mailed via first class mail, postage pre-paid, on April 29, 2011, to the following:

The Honorable Governor Jay Nixon
State Capitol Building
201 W Capitol Ave.
Jefferson City, MO 65101-1556

Missouri Department of Transportation
Central Office
105 W Capital Avenue
Jefferson City, MO 65102

Missouri Public Service Commission
P.O. Box 360
Jefferson City, MO 65102

Date: April 29, 2011

Karl Morell